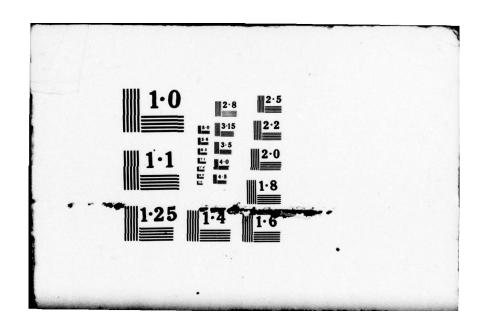
BOEING VERTOL CO PHILADELPHIA PA
INTERACTIONAL AERODYNAMICS OF THE SINGLE ROTOR HELICOPTER CONFI--ETC(U)
SEP 78 P F SHERIDAN
DAAJ02-77-C-0020 AD-A062 140 DAAJ02-77-C-0020 UNCLASSIFIED USARTL-TR-78-23F-V-6-C NL 1 OF 4 AD A062 140 113



USARTL-TR -78-23F



# INTERACTIONAL AERODYNAMICS OF THE SINGLE ROTOR HELICOPTER CONFIGURATION

VOLUME VI-C - One-Third Octave Band Spectrograms of Wake Single Film Data, Hubcaps and Air Ejectors

Philip F. Sheridan

P.O. Box 16858
Philadelphia, Pa. 19042

September 1978

FILE. COPY AD A O

VMF A060 389

DE LA 188

Final Report for Period March 1977 - February 1978

Approved for public release; distribution unlimited.

61 359

Prepared for

APPLIED TECHNOLOGY LABORATORY

U. S. ARMY RESEARCH AND TECHNOLOGY LABORATORIES (AVRADCOM)

Fort Eustis, Va. 23604

78 12 11 010

Interactional Aerodynamics of the Single Rotor Helicopter Configuration. Volume VI-C. One-Third Octave Band Spectrograms of Wake Single Film Data, Hubcaps and Air Ejectors.

Unclassified

SECURITY CLASSIFICATION OF THIS PAGE (When Date Entered

ENT'S CATALOG NUMBER  OF REPORT & PERIOD COVERED  AL REPORT,  Mar 1977 - 13 Feb 1978.  Mar 1977 - 13 Feb 1978.  ACT OR GRANT NUMBER(*)  J02-77-C-0020  RAM ELEMENT, PROJECT, TASK  WARK UNIT NUMBERS  OGA 1L262209AH76
AL REPORT, Mar 1977 - 13 Feb 1978.  MINHO ORG. REPORT NUMBER  ACT OR GRANT NUMBER(*)  J02-77-C-0020
AL REPORT, Mar 1977 - 13 Feb 1978.  MINHO ORG. REPORT NUMBER.  ACT OR GRANT NUMBER(*)  J02-77-C-0020
Mar 1977 - 13 Feb 1978.  MINIO ORG. REPORT NUMBER  ACT OR GRANT NUMBER(*)  J02-77-C-0020
J02-77-C-0020
J02-77-C-0020
RAM ELEMENT, PROJECT, TASK A WARK UNIT NUMBERS
094 11.262209AH76
098 11.262209AH76
189 FK
tember 1978 /
ER OF PAGE
RITY CLASS. (of this report)
lassified
ASSIFICATION/DOWNGRADING
Empennado
Empennage Flow Modifier

DD 1 JAN 73 1473 EDITION OF 1 NOV 65 IS OBSOLETE

Unclassified
SECURITY CLASSIFICATION OF THIS PAGE (Then Date Entered)

set

### **PREFACE**

The entire report describing the investigation of INTERACTIONAL AERODYNAMICS OF THE SINGLE-ROTOR HELICOPTER CONFIGURATION comprises eight numbered volumes bound as 33 separate documents. The complete list of these documents is as follows:

#### Volume I, Final Report

Volume II, Harmonic Analyses of Airframe Surface Pressure Data

- A Runs 7-14, Forward Section
- B Runs 7-14, Mid Section
- C Runs 7-14, Aft Section
- D Runs 15-22, Forward Section
- E Runs 15-22, Mid Section
- F Runs 15-22, Aft Section
- G Runs 23-33, Forward Section
- H Runs 23-33, Mid Section
- I Runs 23-33, Aft Section

Volume III, Flow Angle and Velocity Wake Profiles in Low-Frequency Band

- A Basic Investigations and Hubcap Variations
- B Air Ejector Systems and Other Devices

Volume IV, One-Third Octave Band Spectrograms of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps
- D Open Hubcaps
- E Air Ejectors
- F Air Ejectors With Hubcaps; Wings
- G Fairings and Surface Devices

Volume V, Harmonic Analyses of Hub Wake

Volume VI, One-Third Octave Band Spectrograms of Wake Single Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Exploration
- C Hubcaps and Air Ejectors

Volume VII, Frequency Analyses of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps



3.

D - Open Hubcaps

E - Air Ejectors

F - Air Ejectors With Hubcaps; Wings

G - Fairings and Surface Devices

### Volume VIII, Frequency Analyses of Wake Single Film Data

A - Buildup to Baseline

B - Basic Configuration Wake Exploration

C - Hubcaps and Air Ejectors

## TABLE OF CONTENTS

Ligation to the left was river of the user				PAGE
INTRODUCTION	1.0		•	6
OUTLINE OF WAKE INVESTIGATIONS (TABLE 1)	•	•		7
LIST OF TEST RUNS (TABLE 2)	•	•	17	11
INDEX TO RAKE POSITIONS (TABLE 3)	•	•	•	18
RAKE ORIENTATION DIAGRAM (FIGURE 1)	97			24
HOT FILM RAKE LOCATIONS (FIGURE 2-6)	•	•	•	25
UTTAS 1/4.85 - SCALE MODEL GEOMETRY AND PRESSURE TRANSDUCER LOCATIONS (FIGURE 7).			iaku ano	30
ONE THIRD OCTAVE BAND IDENTIFICATION (TABLE 4)		•	•	31
SINGLE-FILM 1/3 OCTAVE BAND CHARTS			•	32

#### INTRODUCTION

Volume VI presents spectrograms of the six velocity measurements from the single film transducers which were located outboard on the wake rake to the left and right of the split film transducers. These plots are similar to those of Volume IV E, being machine plotted spectrograms in the one-third octave band format. They relate directly to the standard spectrograms that appear in Volume VIII for the same set of runs.

The sub-volumes of Volume VI display data derived from the following test runs:

149, 150, 160, 156, 158, 159 111 -119, 121 Volume VI-A -

Volume VI-B -Volume VI-C -135, 136, 188, 211, 168, 167, 194, 161, 154, 172, 174, 176, 203, 205, 197

The runs follow the order of the logical arrangement of the Outline of Wake Investigations, Table 1, from which they have been selected. The Table I outline and other material is included for reference and as context to the work of each sub-volume. Table 2, the List of Test Runs, arranges the runs in numerical order and gives pertinent text parameters.

The Index of Rake Positions, Table 3, lists the hot film transducer rake positions in the model coordinate system for each run and its test points. The main feature of Table 3 is the indexing of the test point number to the model water line station and butt line as it varied from run to run. The table groups the runs as they shared the indexing correspondence of point with position. It is emphasized that the runs in a group do not necessarily all share the same number of test points but they do have same correspondence within their respective ranges of test points.

The orientation of the rake is shown pictorially in Figures 1 through 6 for the various test runs. Figure 7 presents a scaled drawing of the model with reference to the three-axis coordinate Table 4 lists the center frequency and the upper and lower band limits for each of the numbered one-third octave bands.

TABLE	1		
OUTLINE OF WAKE	INVESTIGATIONS		
Description	Configuration Code		Base- line
Build-up to Baseline			
1. Nacelles removed	K <sub>13</sub> +H <sub>1</sub> -N	149	150
2. Blades off, rotating hub	K <sub>13</sub> -M+H <sub>1.0</sub>	160	156
3. " , non-rotating hu	K <sub>13</sub> -M+H <sub>1.0</sub>	158	156
4. " " , hub off	К <sub>13</sub> -м-н <sub>1.0</sub>	159	156
Basic Configuration			
1. Wake Explorations near Empennage			
(a) 15" Long. + traverse at T/R C.	L. K <sub>11</sub>	1111	
(b) 9" Vert. + " above T/R "		112	
(-) 211 11 11 11 1	n	1113	
(d) 8" " (continue 112	) "	114	
(e) 13" " behind stab.	"	115	
(f) Lateral traverse, left stab.	•	116	
(One T.P. only)			
(g) Same continued	, and a second s	117	
(h) Same continued (One T.P. only)		118	
(i) Lateral traverse right stab.	"0	119	
(j) T/R effect on wake	K <sub>11</sub> +T <sub>2</sub>	121	115
2. Climb/Descent Studies			
(a) Climb 900 FPM	K <sub>1 1</sub>	135	
(b) Descent 800 FPM	"	136	
Effect Of Hub Caps			
1. Solid Caps on Canister			
(a) 7.6" diam. 2.17" ht. soft	K <sub>11</sub> -H <sub>1.0</sub> +H <sub>1.2</sub>	137	136
Pitch Arms (b) 7.6" diam. 2.17" ht. stiff		153	156
Pitch Arms	13 1.2		
(b) 7.6" diam. 2.45" ht. flt.	K <sub>13</sub> +H <sub>1.2.1</sub> +I <sub>1</sub>	207	188
test config.	+E <sub>1.0</sub>		

# TABLE 1 (CONTINUED)

# OUTLINE OF WAKE INVESTIGATIONS

	Description	Configuration Code*	Run No.	Base- line
Effect	of Hub Caps (Continued)	analasa		Spr. E 19.0
2.	Solid Caps Raised Above Canister	barrostors	rais	
	(a) 7.6" diam. 2.45" ht. 70" depth, .55 gap	H <sub>1.2.2</sub> +I <sub>1</sub> +E <sub>1.0</sub>	208	188
		H <sub>1.8.1</sub> +I <sub>1</sub> +E <sub>1.0</sub>	189	188
	(c) 10.0" diam. 4.125" ht. 2.05" depth, .875" gap	H <sub>1.8.2</sub> +I <sub>1</sub> +E <sub>1.0</sub>	190	188
	(d) Repeat of 189		210	188
3.	Open Caps Without Underbody			
	(a) 10.0" diam. 1.25" gap, blades (b) " " gap, no blades	H <sub>1</sub> .0.2+I <sub>1</sub> +E <sub>1</sub> .0	193	188/166 158
	(c) " " 2.05" gap, blades (d) " 1.75" gap, no blades	H <sub>1.14.1</sub> +I <sub>1</sub> +E <sub>1.0</sub> H <sub>1.0.1</sub> -M	211 165	188 158
	(e) " " 1.87" gap,blades (f) 16" diam. 2.00" gap,blades (g) " " gap, no	H <sub>1.0.3</sub> +I <sub>1</sub> +E <sub>1.0</sub> H <sub>1.7.1</sub> -M	191 168 167	188 156/167 158
		H <sub>1.7.2</sub>	169	156
4.	Open Caps with Underbody			
	(a) 7.6" diam. 1.25" gap (b) " " " " center post	H <sub>1.11.1</sub> +I <sub>2</sub> +E <sub>1.0</sub> H <sub>1.11.1</sub> +I <sub>2</sub> +E <sub>4.0</sub> H <sub>1.11.2</sub> +I <sub>2</sub>	194 198 202	188 188 194
		H <sub>1.5.1</sub> -M	164	158
	(e) " " 1.25" gap, no	H <sub>1.5.2</sub> -M	161	158
	blades (f) " " 2.0" gap, no	H <sub>1.5.4</sub> -M	163	158
	blades (g) " " 4.0" gap, no	H <sub>1.5.3</sub> -M	162	158
	blades (h) " " 1.25" gap	H <sub>1.5.2</sub>	154	156/161

## TABLE 1 (CONTINUED)

## OUTLINE OF WAKE INVESTIGATIONS

Description	Configuration Code*	Run No.	Base- line
5. Miscellaneous Hub Covers  (a) Hub fairing 16" diam. (b) Wham-O-Frisbee 10" diam. (c) Fab. glass Frisbee 16" diam.	H <sub>1.3</sub> H <sub>1.9.0</sub> +E <sub>1.2</sub> H <sub>1.9.1</sub> +E <sub>1.2</sub>	151 182 183	150 181 181
Effect of Air Ejectors		1	
1. Basic system no blowing 2. " " 40 psi 3. " " 150 psi 4. Wide chord shroud 40 psi 5. Wide " " 150 psi 6. W/C shroud w. lip 40 psi 7. Same Contoured Parallel 150 psi 8. Bifurcated duct 0 psi 9. " 40 psi 10. " 150 psi	H <sub>1.0</sub> +E <sub>1.0</sub> H <sub>1.0</sub> +E <sub>2.5.1</sub> H <sub>1.0</sub> +E <sub>3.5.2</sub> H <sub>1.0</sub> +E <sub>3.5.4</sub>	174 175 176 184 187 203 204	156 156/172 156/173 156/174 156/173 156/174 156 156/203 156/203
Air Ejectors with Open Hub Caps with Underbodies			
1. 7.6" diam. 1.25" gap, 0 psi 2. " " " 20 psi 3. " " " 40 psi 4. " " " 150 psi 5. " " " 40 psi 6. " " " 40 psi 7. " " " 150 psi	H <sub>1.11.1</sub> +1 <sub>2</sub> +E <sub>1.0</sub> """  """  H <sub>1.11.1</sub> +I <sub>2</sub> +E <sub>4.0</sub> """  H <sub>1.11.2</sub> +I <sub>2</sub> +E <sub>4.6</sub> H <sub>1.5.4</sub> +E <sub>2.5.1</sub>	195 196 197 198 199 200 201	188/172 188 188/173 188/174 188/194 188/196 188/196 188/200 156/176
Effect of Wings and Misc.			
1. Wings (a) Nacelle-mounted stub wing (b) Single slotted flapped wing (c) Dougle slotted flapped wing (d) Boom-mounted stub wing	H <sub>1.0</sub> +W <sub>1.0</sub> +E <sub>1.1</sub> H <sub>1.0</sub> +W <sub>3.0</sub> +E <sub>1.0</sub> H <sub>1.0</sub> +W <sub>2.0</sub> +E <sub>1.0</sub> H <sub>1.0</sub> +W <sub>4.0</sub>	178 180 179 186	181 181 181 156

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

	Description	Configuration Code*	Run No.	Base- line
2.	Crown Fairings (a) Flat top behind shaft (b) Round top behind shaft (c) Extended flat top fairing (d) Flat top + 16" cap, 4" gap (e) Forward fairing/nacelle fairing	K <sub>11</sub> +D <sub>1</sub> K <sub>11</sub> +D <sub>2</sub> H <sub>1</sub> +D <sub>4</sub> H <sub>1•7•2</sub> +D <sub>4</sub> P <sub>1•0</sub>	140 141 170 171 152	138 138 156 170 156
3.	Surface Devices (a) Vortex generators (b) Guidevane between nacelles (c) Longitudinal strakes (d) 14% porosity spoiler	K <sub>11</sub> +VG <sub>2</sub> , 1 K <sub>11</sub> +FV <sub>1</sub> H <sub>1•5,3</sub> +S <sub>4</sub> K <sub>11</sub> +X <sub>1</sub>	139 142 155 143	138 138 156 138
	The Arm The Section	12.150 June 1941.150		

\*Basic Code is K13 unless noted otherwise.

TGATIONS OF THE HUB WAKE  TGATIONS OF THE HUB WAKE  TGATIONS OF THE HUB WAKE  TDG.   MA/TR   DISK   MA/LES   HT.    TDG.   MA/TR   MA/TR   HT.    TDG.   MA/TR		TABLE	2 2						
Vrun κΝΟΤS         RPM MR/TR         DISK LDG.         MODEL φ φ φ φ φ φ φ φ φ φ φ φ φ φ φ φ φ φ φ	LIS BASIC INVEST	T OF	TEST RU	NS HE HUB W	AKE				
KNOTS MR/TR LDG a° ψ° h/d  80 1433/0 8 6.0 -2.0 ∞  "" "" "" "" ""  "" "" "" "" ""  "" ""	NOTHIT TONOO! NOTH ROLL STRONG		Varun	RPM	DISK	ANO	DEL	MR.	TATT.
80   1433/0   8   6.0 -2.0	NOTITION (NOTITION TO A SUCCESSION TO A SUCCES		KNOTS	MR/TR	pst.	°g	0	h/d	ROTOR
MR " " " " " " " " " " " " " " " " " " "	K <sub>11</sub> /15" Long. wake traverse a	t t	80	1433/0	ω	0.9	-2.0	8	Off
RR " " " " " " " " " " " " " " " " " "	" /9" Vert. wake traverse above TR center line		=			=	•	=	
	" /2" Vert traverse through vortex	MR	=						•
" " " " " " " "   "   10w	traverse below	R	-			=	=	=	
" " " " " " " " " " " " " " " " " " "	" /13" Vert. traverse behind stabilizer		=	=		•		•	•
" " " " " " " " " " " " " " " " " " "	" /Lateral traverse - left stabilizer					=	-	=	•
Elow " 1433/ " " " " " " Elow " " " " " " " " " " " " " " " " " " "	" /116 continued					:	=		
" " " " " " 4500 " " " -6.0 -4.5 " 0	" /116 continued					:	=		
" " " " " " " " " " " " " " " " " " "	" /Lateral traverse - right stabilizer		•			5	=	=	
" -6.0 -4.5 " " 6.0 -2.0 "	$K_{11}^{+}T_{2}/Effect$ of tail rotor $f$ on wake	low.	-	1433/ 4500		=	=	•	u O
" 6.0 -2.0 "	$K_{11}/Wake$ in 900 fpm climb			=	:	0.9-	4.5		Off
	" /Wake in 800 fpm descent				=	0.9	-2.0		

TABLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

Н	R		-	-	4.19-1						-			Ī
TAIL	ROTOR	Off	•	:	•	•		•	•	•	:	:		
MR HT.	h/d	8	•		•	•	2				=			
MODEL	0	-3.8	•	=						•	=		=	
MODEL	g g	9	•	=	•	•			-		=	-	=	
DISK	psf.	8		-	=		2		4.5		=	8	=	
RPM	MR/TR	1433/0	=	=	=			=	1075/0	•	and the second	1433/0		
Vrun	KNOTS	80				=	=		9		=	80		
CONFIGURATION/CONDITION		K <sub>11</sub> -H <sub>1.0</sub> +H <sub>1.2</sub> /Effect of 7.6 inch diam. solid hub cap	K <sub>11</sub> /Repeat of base run	K <sub>11</sub> +VG <sub>2,1</sub> /Effect of vortex gener- ators on aft crown	Kll+Dl/Flat-topped "doghouse" fair- ing on aft crown	K <sub>11</sub> +D <sub>2</sub> /Rounded-top fairing	K <sub>11</sub> +FV <sub>1</sub> /Deflection vane on crown between nacelles	$K_{11}^{+X_1}$ /Variable porosity spoiler	K <sub>13</sub> +H <sub>1</sub> -N <sub>1</sub> /Effect of nacelles off also add stiff pitch arms (K <sub>13</sub> )	K <sub>13</sub> +H <sub>1</sub> /60 knot baseline	K <sub>13</sub> +H <sub>1,3</sub> /16 inch diam. helmet fair- ing	K <sub>13</sub> +P <sub>1.0</sub> /Pylon and intake fairings	K <sub>13</sub> +H <sub>1.2</sub> /Repeat 137 with K <sub>13</sub> pitch arms	
RUN	NO.	137	138	139	140	141	142	143	149	150	151	152	153	

	TABLE 2 (CONTINUED) LIST OF TEST RUNS	(CONTINUED)	(SN					
	EVALUATION OF WAKE	S-ALTERI	WAKE-ALTERING DEVICES	ES				
RUN	NOTHE TOWOO, NOTHER BUILDS	VTUN	RPM	DISK	MOI	MODEL	MR.	TATT
NO.		KNOTS	MR/TR	LDG.	•	•	h/d	ROTOR
154	K13+H1.5.2/10" open hub cap, 7" underbody, 1.25" gap	80	1433/0	8	9	-3.8	8	Off
155	Kl3 <sup>+H</sup> 1.5.2 <sup>+S</sup> 4/Same as strakes	=	=		•	<b>s</b>	2	:
156	Kl3+H1.0/Baseline with Kl3,i.e., stiff pitch arms	=	=	=	•		=	•
158	K <sub>13</sub> -M+H <sub>1.0</sub> /Wake studies with blades off, hub not rotating	=	0/0	=		=		•
159	K <sub>13</sub> -M-H <sub>1.0</sub> /Wake studies with hub of	=	=	=	=	=		•
160	Kl3-M+H1.0/Same as 158 except hub is rotating	=	1433/0		•	=		-
161	K <sub>13</sub> -M+H <sub>1.5.2</sub> /Repeat of 154 without blades	=	0/0		=	=	=	-
162	K13-M+H1.5.3/Same as 161 except 4"	=			•	=		
163	K <sub>13</sub> -M+H <sub>1.5.4</sub> /Same as 161 except 2"			•	=	:	=	=
164	K13-M+H1.5.1/Same as 161 except 0.5" gap				•			•
165	K <sub>13</sub> -M+H <sub>1.0.1</sub> /10" open hub cap,no underbody, same cap vert.position as Run 154				=	=	-	=
166	K13-M+H1.0.2/Same as 165 with cap lowered by 0.5"		:		=	=	:	=

TABLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

RUN	CONFIGURATION	VTUN	RPM	DISK	MODEL	MODEL	MR HT.	TAIL
0		KNOTS	MR/TR	pst pst	9	•	p/q	ROTOR
167	K <sub>13</sub> -M+H <sub>1.7.1</sub> /16" open cap, no underbody, 2" gap	. 80	0/0	8	9	-3.8	8	Off
891	K <sub>13</sub> +H <sub>1.7.1</sub> /Blades on, same cap config. as 167		1433/0					•
169	K <sub>13</sub> +H <sub>1.7.2</sub> /16" open cap, no under- body, 4" gap			=	•	=	=	•
170	K <sub>13</sub> +H <sub>1.0</sub> +D <sub>4.0</sub> /Extended flat top fairing on aft crown				•		=	
171	K <sub>13</sub> +H <sub>1.7.2</sub> +D <sub>4.0</sub> /Same fairing as 170 same cap as 169				•		=	
172	K13+H1.0+E1.0(Opsi)/Basic air ejector zero blowing baseline			=	•	•		
173	$^{\mathrm{K}_{13}}^{+\mathrm{H}_{1.0}}^{+\mathrm{E}_{1.0}}^{(40\ \mathrm{psi})/\mathrm{Same}}$ as 172 with 40 psi supply		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	u		2	=	:
174	K <sub>13</sub> +H <sub>1.0</sub> +E <sub>1.0</sub> (150 psi)/Same as 172 with 150 psi supply					=		•
	K <sub>13</sub> +H <sub>1</sub> 0+E <sub>2</sub> .5.	•				=		•
9/1	K13+H1.0+E2.5.1				•		ķ	•
177	K <sub>13</sub> +H <sub>1</sub> .5 <sub>1</sub> 4+E <sub>2</sub> 5, 1(150 psi)/Same as 1/6 with 10" cap like 163				=	=	=	
178	K13+H1.0+W1.0	•			•			

		TAIL	ROTOR	) J J O E E	•	•		•			=		•	=	
		MR HT.	h/d	8	•			2	=	=				=	
		MODEL	• 1	86-					=	=					
		MODEL	o B	9					=	=					
	ω.	DISK	LDG.	8											2
AS	3 DEVICE	RPM	MR/TR	1433/0		ш					•			a Pien	
(CONTINUED)	ALTERING	VTUN	KNOTS	80		69									
TABLE 2 (CONTINUED) LIST OF TEST RUNS	EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION		K13+H1.0+W2.0+E1.0(0 psi)/Double slotted flapped wing	K <sub>13</sub> +H <sub>1.0</sub> +W <sub>3.0</sub> +E <sub>1.0</sub> (0 psi)/Single slotted flapped wing	K <sub>13</sub> +H <sub>1.0</sub> +E <sub>1.2</sub> (0 psi)/Baseline with ejector tube moved aft	K <sub>13</sub> +H <sub>1.9.0</sub> +E <sub>1.2</sub> (0 psi)/Standard 10" frishee	K <sub>13</sub> +H <sub>1.9.1</sub> +E <sub>1.2</sub> (0 psi)/16" fabri- cated frisbee	N13+H1.0+E3.5.2 (40 psi)/Wide chord with lip at 40 psi	K <sub>13</sub> +H <sub>1.0</sub> +E <sub>3.5.2</sub> (150 psi)/Same as 184 with 150 psi air	Kl3+Hl.0+W4.0/Boom mounted stub wing	Kl3+Hl.0+E3.5.4 (150 psi)/Like 185 with modified shroud	K <sub>13</sub> +H <sub>1.0</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/Baseline with I <sub>1</sub> instr. ring		K <sub>13</sub> +H <sub>1.8.2</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/Same as 190 except + 4.12" height
		RUN	NO.	179	180	181	182	183	184	185	186	187	188	189	190

RUN	TO ISIT	TEST RUNS	TEST RUNS					
RUN	EVALUATION OF WAKE-ALTERING DEVICES	ALTERIN	G DEVICE	w				
NO	MOTH TOWOO! MOTH AGIIO TOWOO	Vrun	RPM	DISK	ANG	MODEL	MR HT.	TAIL
	CONFIGURATION/ CONDITION	KNOTS	MR/TR	LDG.	°g	9	h/d	ROTOR
191 K	K <sub>13</sub> +H <sub>1.0.2</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/10" cap, no underbody, 1.87" gap	80	1433/0	8	9	-3.8	8	Off
193 K	1.0 (0 1	=	•	=	=	=	=	
194 K	K13+H1.11.1+I2+E1.0(0 psi)/7.6" cap, underbody, 1.25" gap	=	=	=	2	=	=	
195 K	2+E1.0	=	=	•	=	=	•	
196 K	E1,	E	=	2	=	=	•	•
197 K	K13+H1.11.1+12+E1.0(150 psi)/Same as 194 with 150 psi air	=	=		•		•	
198 К	K13+H1.11.1+I2+E4.0 (0 psi)/Same as 194 except blowing tube 2" aft			=	=	=		:
199 K	K13+H1.11.1+12+E4.0 (40 psi)/Same as 198 with 40 psi air			•	•	•	•	•
200 K	K13+H1,11,1+I2+E4,0 (150 psi)/Same as 198 with 150 psi air	o goda		•	•		b •8	
201 K	Kl3+H1.11.2+I2+E4.0 (150 psi)/Same as 200 except center support cap	=	=		•	•	•	
202 K	2+I2/Baseline with I2	=	=	=	•	•	=	•
203 K	K <sub>13</sub> +H <sub>1.0</sub> +E <sub>5.0</sub> (0 psi)/Bifurcated air duct baseline	=	=	=	-	•	=	

TAGLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

TAIL	ROTOR	OÉÉ				# 		10 21		
MR HT.	h/d	8	•	•	•	•				
MODEL	•	-3.8	•	=						
MODEL	. 5	9		2		•				
DISK	pst.	8				•		3. Q8		
RPM	MR/TR	1433/0	=	-		•	•			
VTUN	KNOTS	80		т Т	•	•	•			
NOT#TGNOO/NOT####		K <sub>13</sub> +H <sub>1.0</sub> +E <sub>5.0</sub> (150 psi)/Bifurcated duct with 150 psi air	K <sub>13</sub> +H <sub>1.0</sub> +E <sub>5.0</sub> (40 psi)/Same as 204 with 40 psi air	K <sub>13</sub> +H <sub>1.2.1</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/7.6" solid cap, no gap	K13+H1.2.2+I1+E1.0 (0 psi)/Same as 207 except 0.55" gap	210 K <sub>13</sub> +H <sub>1.15.1</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/Repeat of 189	K <sub>13</sub> +H <sub>1.14.1</sub> +I <sub>1</sub> +E <sub>1.0</sub> (0 psi)/Like 189 and 210 except cap is open			
RUN		204	205	207	208	210	211			

TABLE 3
INDEX TO RAKE POSITIONS

RUN NUMBER	POINT	WATER	MODEL	BUTT	FIGURE
111	20	53.5	103.1	-7.25	1
	21				
	22 24		105.0		
	26		107.0		
	28		111.0		
	30	"	112.9		
	32		114.9		
	34	"	116.9		
	36	•	118.9		
112	2	48.9	107.3	-7.25	1
	4	50.8			
	2 4 6 8	52.7	103.3	"	
	10	54.5			
	12	57.2	"		
113	2	51.7	103.3	-3.25	1
	4	52.3			
	2 4 6 8	52.8	"		
		53.3	1 "	"	
	10	53.9 53.3			
		33.3			
114	2	44.5	103.0	-3.25	1
	4 6	46.4			
	8	48.2			
	10	51.9		•	
115	3	52.9	124.7	-3.25	1
	3 4 6 9 10 12	52.0		•	-
	6	50.0			
	9	48.0	1 : 1		
	10	46.0			
	14	42.1			
	16	53.0			
	18	54.0			
	20	55.0		•	

# TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
116	7	36.9	100.5	-17.5	1
117	2 4 6 8 10	37.6 37.3	100.5	-16.0 -14.0 -12.0 -10.0 - 8.0	1
118	2	37.6	100.5	- 6.0	1
119	2 5 8 9 14 16 20 25	37.3 "" "" 51.5 52.3	99.6 "" "" 102.5 101.7	+ 6.0 8 10 14 16 17.5 -17.5	1
121	3 4 6 8 10	62.9 53.5 50.1 46.0 42.1	129.0	+ 5.7	2
135	2 4 6 8 10 12 14	56.9 54.5 52.5 50.5 48.5 46.5 44.5	106.3	- 5.7 "	3
136	2 4 6 8 10 12 14 17 18	56.5 54.5 52.5 50.6 48.5 46.5 44.5 37.1 39.0 41.0	104.0	- 8.0	4

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
137	3 5 7 9 11 13 15 17	38.7 39.9 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6		5
138-41, 143	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0	5
142	7 8 9 10 11 12 13 14 15 16	37.8 40.2 42.0 44.0 46.0 48.0 50.0 52.0 54.0 56.8	98.4 " 100.5 103.6	- 8.0	5

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER	MODEL STATION	BUTT	LOCATION FIGURE
149-151	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.5 100.6 103.5	- 8.0 "" ""	5
152-6, 158 161-4, 166 167, 169-71 175, 177-9 180,182,184 186-8, 190 191,193,194 196,198,201 204,207,208 211	2 3 4 5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9 56.9	97.9 100.6 104.6	0.0	6
159	1 2 3 4 5	54.9 52.9 50.7 48.6 46.7	104.6	0.0	6
160,203	5 6 7 8 9 10	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0 "" ""	6
165	3 4 5 6 7 8	44.9 42.9 46.9 48.9 50.9 52.9	97.9 100.6 104.6	0.0	6

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER	MODEL STATION	BUTT	LOCATION FIGURE
168, 183	4 5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
172	3 4 6 7 8 9 10	42.9 44.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 " 100.6 104.6	0.0	6
173,174,176 185,195,197 199,200,205 210	1 2 3 4 5 6 7	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
181	2 3 4 5 6 7 9 10 11 12 13	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
		3 802	9 - 63 65 05 8 - 63 8 -		

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER	MODEL STATION	BUTT	LOCATION FIGURE
189	29 30 31 32 33 34 35 36 37 38 39	42.9 44.9 46.9 48.9 50.9 50.9 52.9 54.9	97.9 100.6 " 104.6 100.6 104.6	O . Q	6
202	3 4 5 6 7	43.4 44.9 46.9 48.9 50.9	97.9 100.6 104.6	0.0	6
	,				

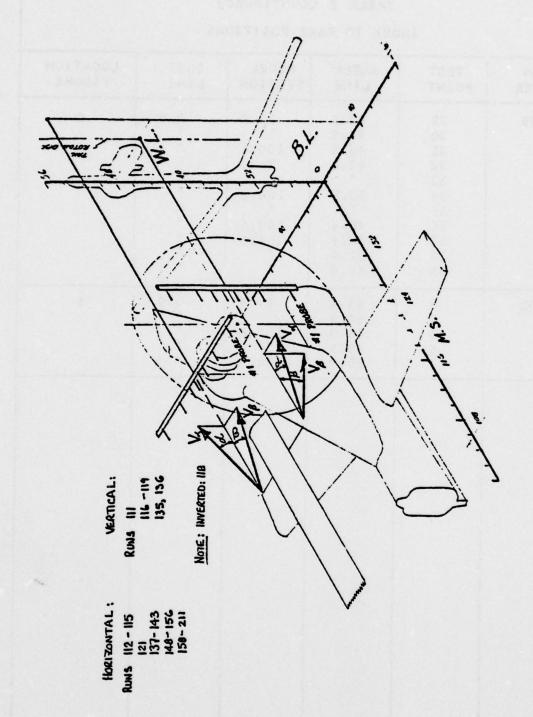


FIGURE 1 - RAKE ORIENTATION DIAGRAM

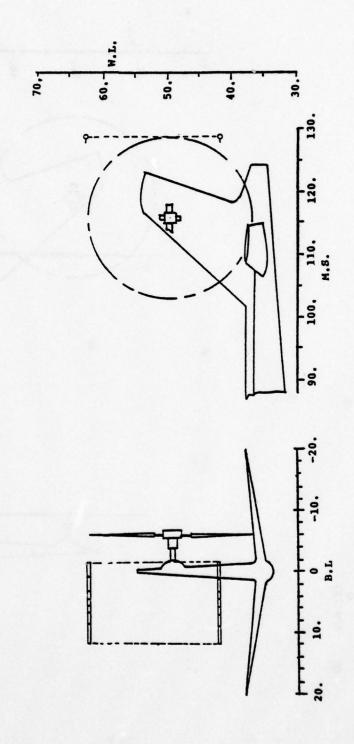


FIGURE 2 -HOT FILM RAKE LOCATIONS

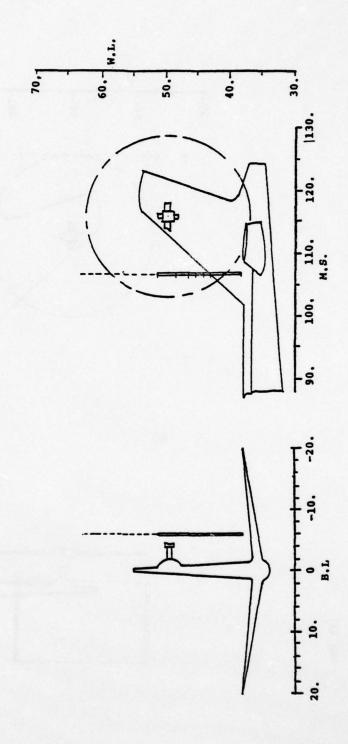


FIGURE 3 -HOT FILM RAKE LOCATIONS



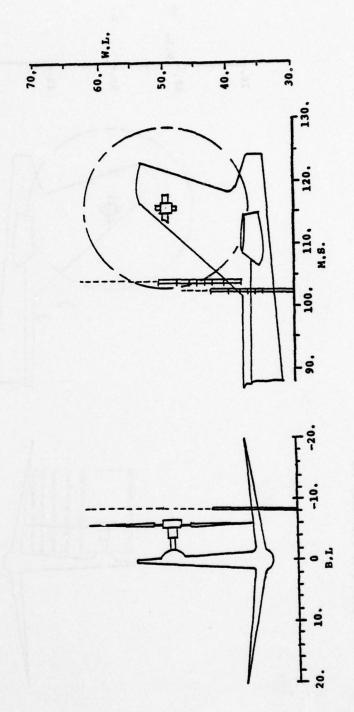


FIGURE 4 -HOT FILM RAKE LOCATIONS

RUN 137, 138, 139, 140, 141, 142, 143, 148, 149, 150, 151

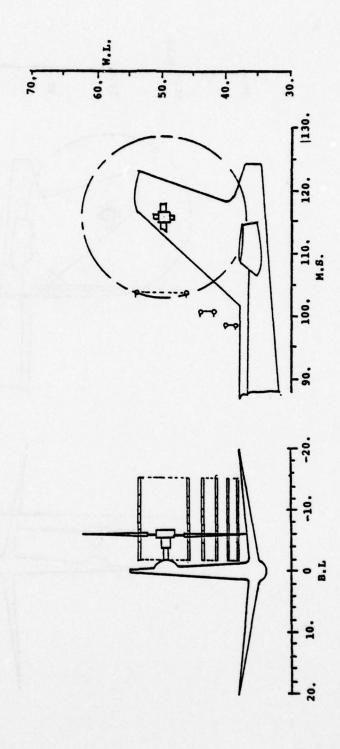


FIGURE 5 -HOT FILM RAKE LOCATIONS

#x

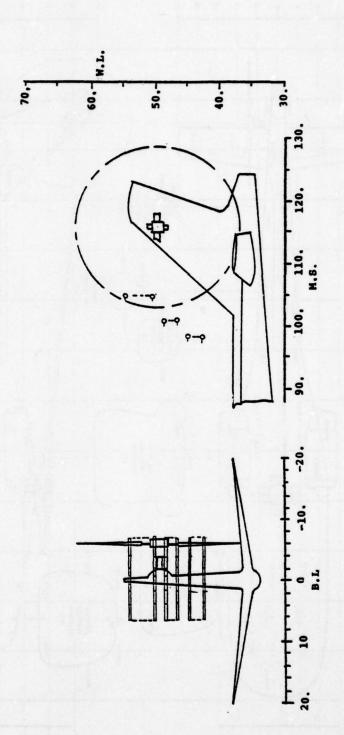


FIGURE 6 -HOT FILM RAKE LOCATIONS

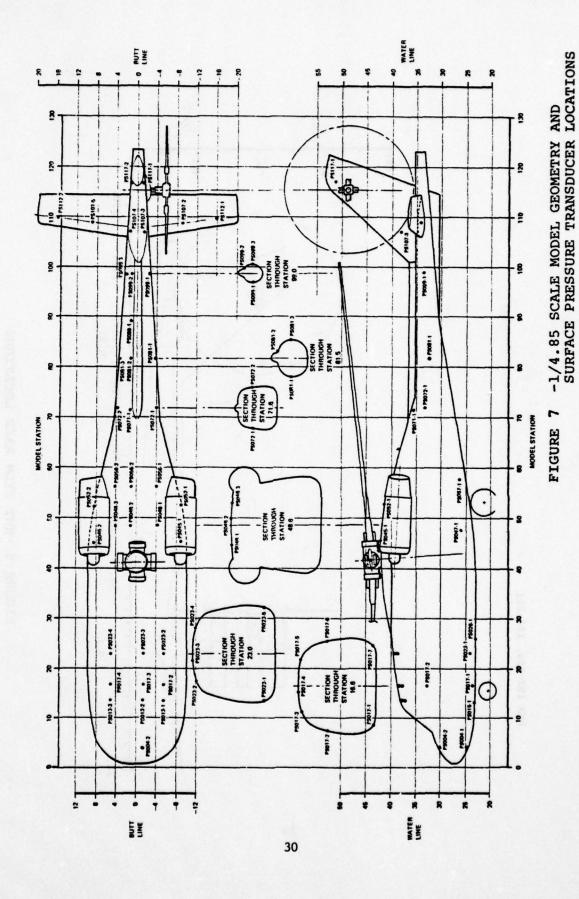


TABLE 4
1/3 OCTAVE BAND IDENTIFICATION

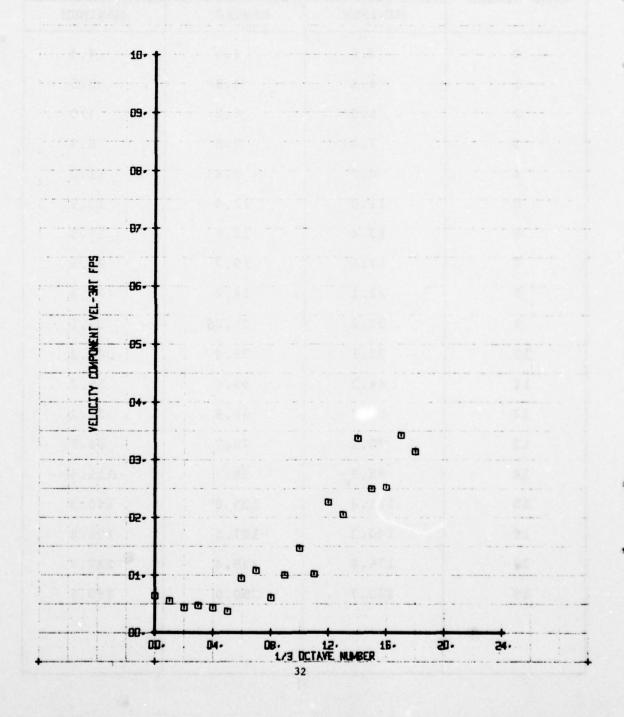
BAND NUMBER	BAND WIDTH - Hz						
BAND NOMBER	MINIMUM	CENTER	MAXIMUM				
0	3.5	3,4	4.4				
1	4.4	4.9	5.5				
2	5.5	6.2	7.0				
3	7.0	7.8	8.7				
4	8.7	9.8	11.0				
5	11.0	12,4	13.9				
6	13.4	15.6	17.5				
7	17.5	19.7	22.1				
8	22.1	24.8	27.8				
9	27.8	31.25	35.1				
10	35.1	39.4	44.2				
11	44.2	49.6	55.7				
12	55.7	62.5	70.2				
13	70.2	78.7	88.9				
14	88.9	99,2	111.4				
15	111.4	125.0	140.3				
16	140.3	157.5	176.8				
17	176.8	198.4	222.7				
18	222.7	250.0	280.6				
42 - 4	The sylven	(E) (E)					

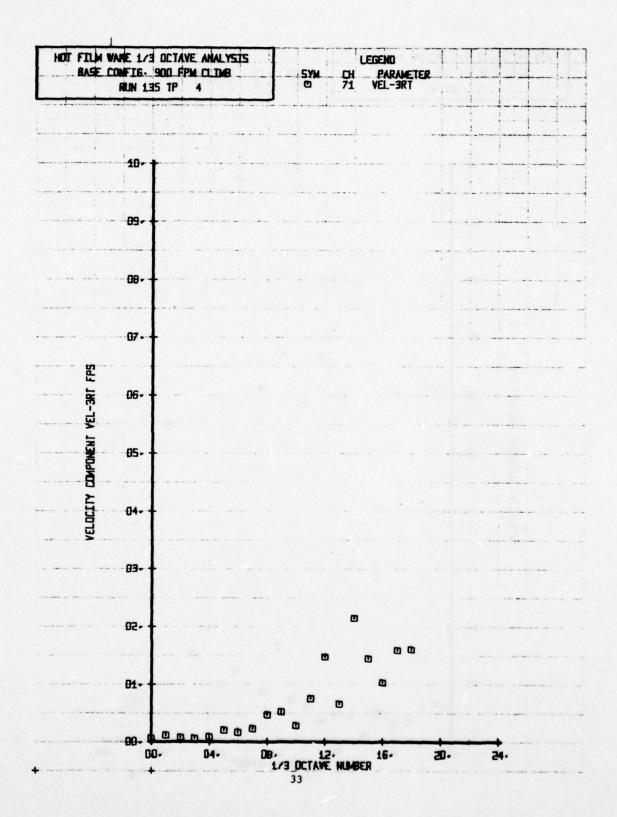
HOT FILM WAKE 1/3 OCTAVE ANALYSIS

BASE CONFIG. 900 FPM CLIMB...

RUN 135 TP 2

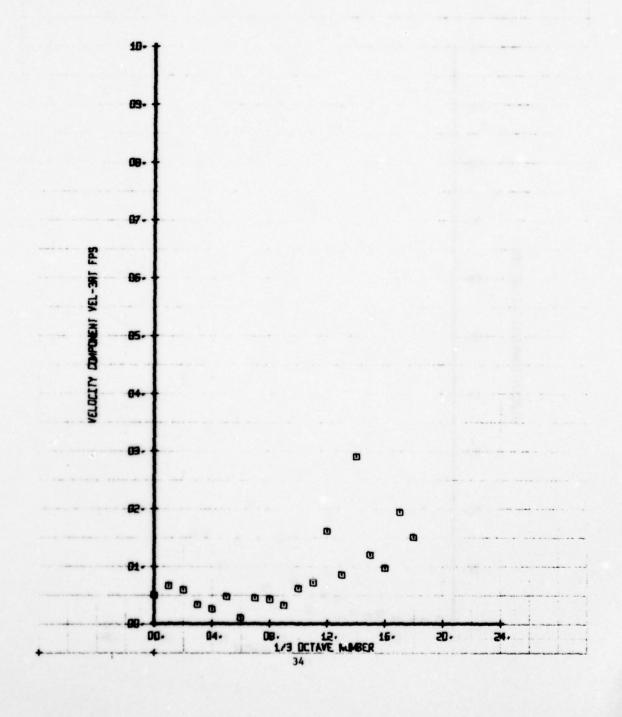
LEGEND
SYM CH PARAMETER
O 71 VEL-3RT

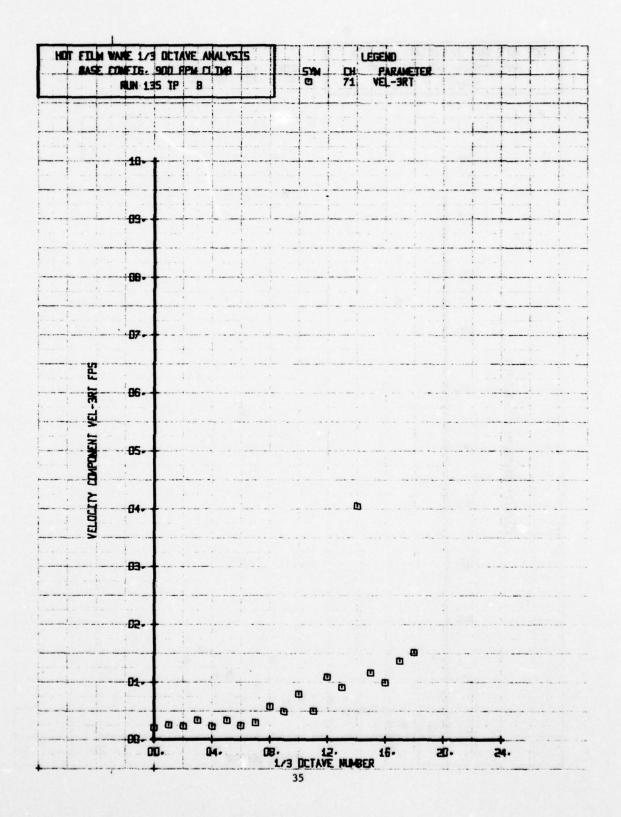


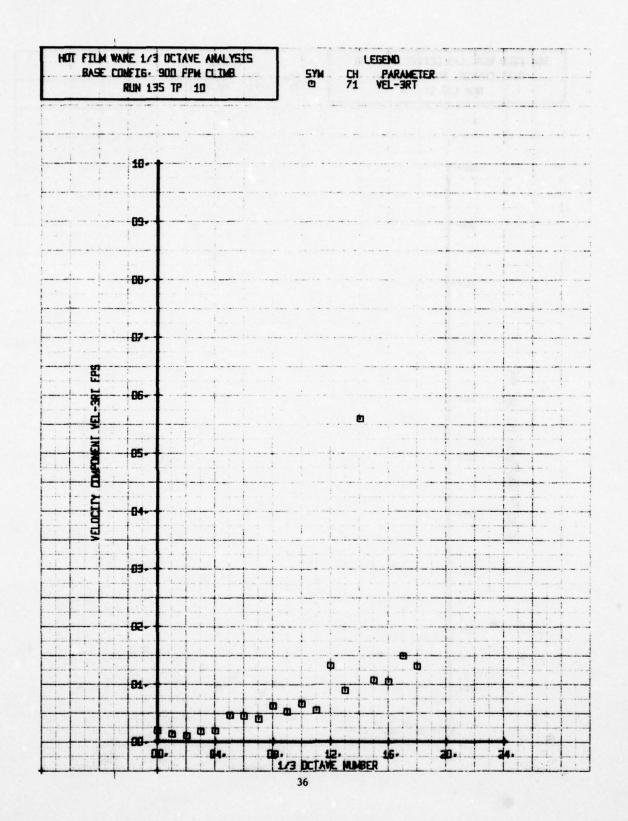


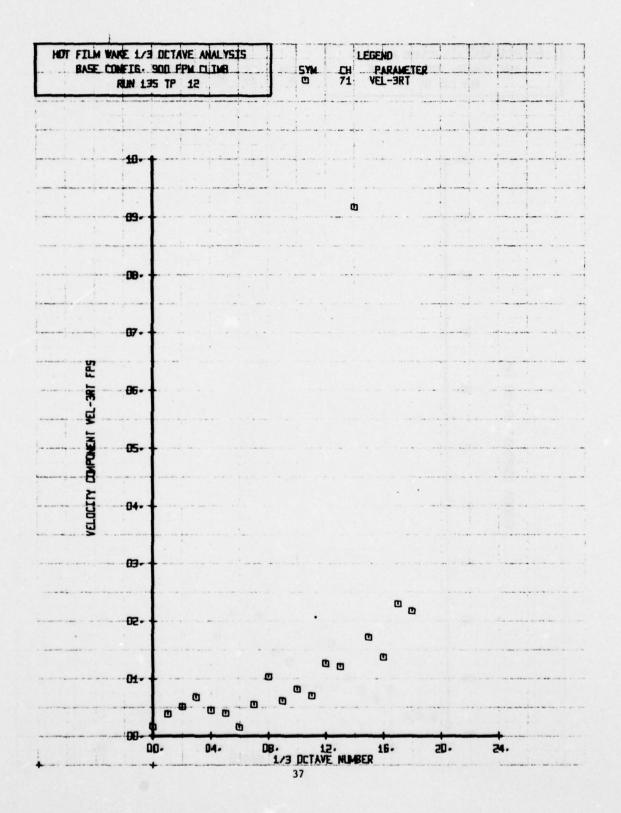
HOT FILM WAVE 1/3 OCTAVE ANALYSIS BASE CONFIG. 900 FPM CLIMB RUN 135 TP 6

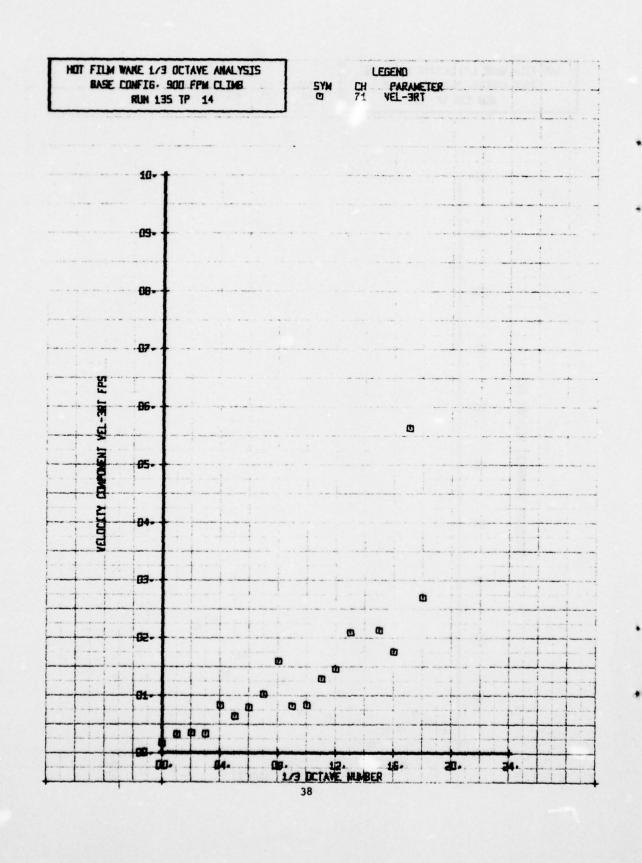
SYM CH PARAMETER
D 71 VEL-3RT

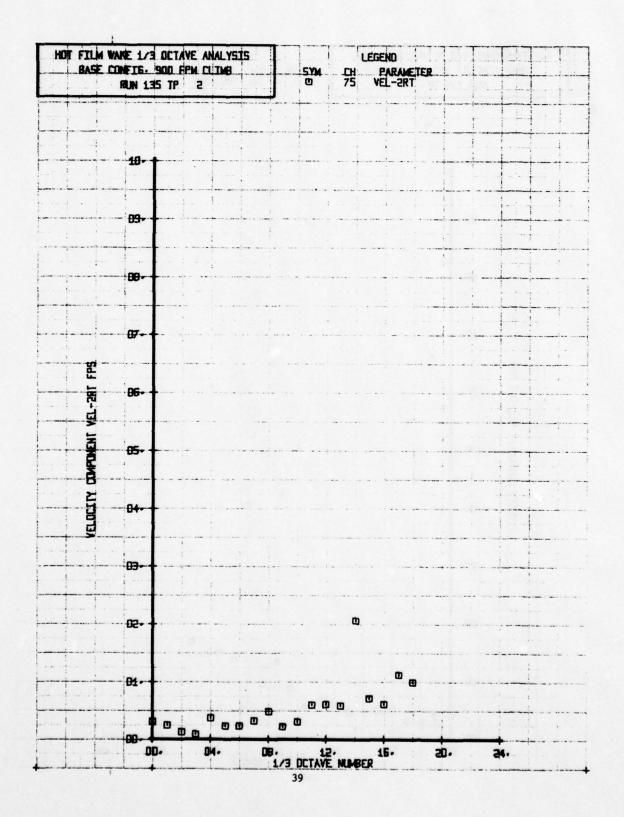


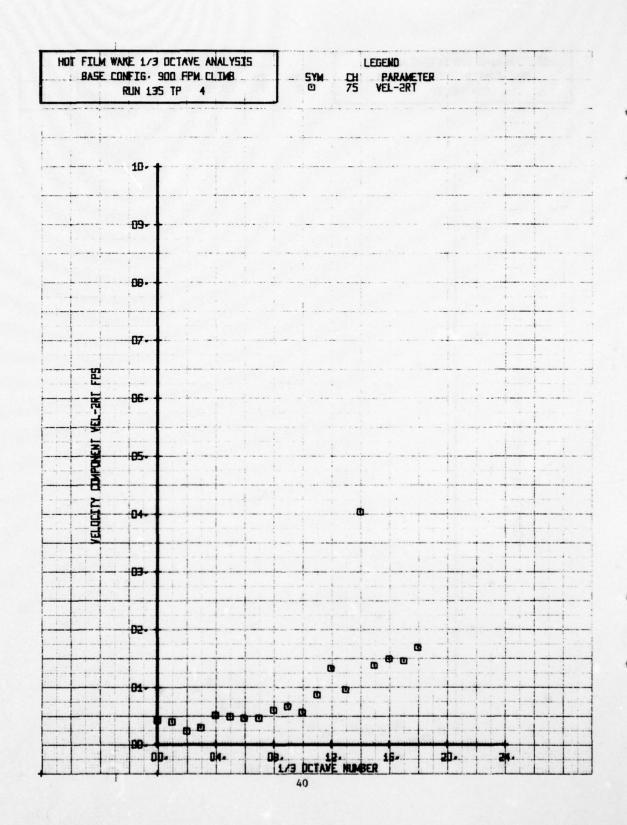


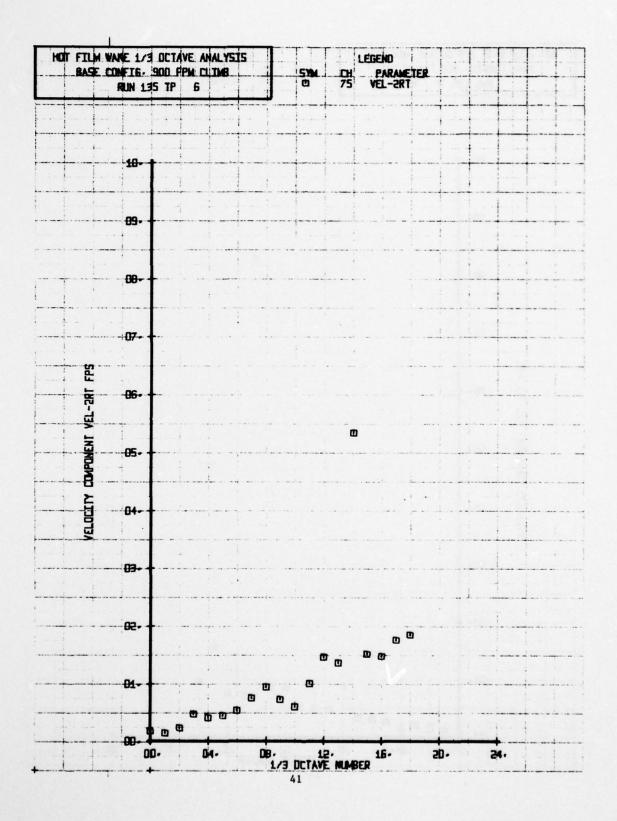


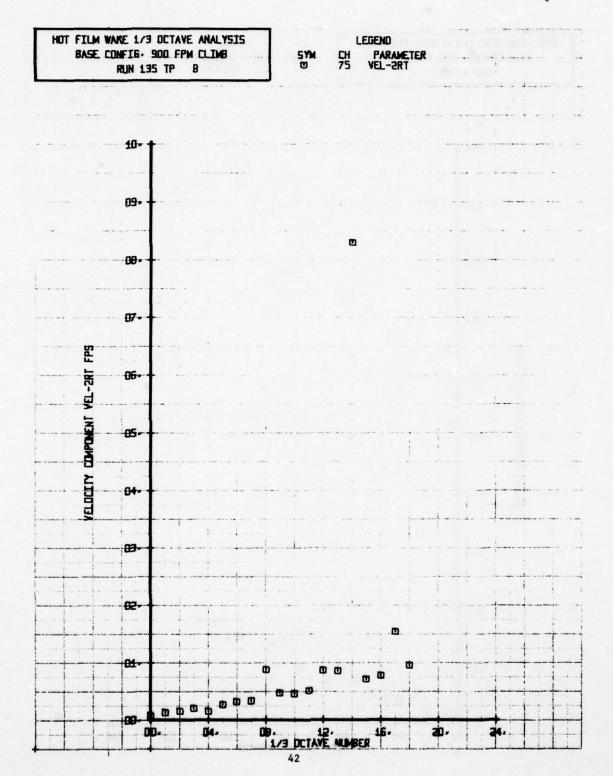


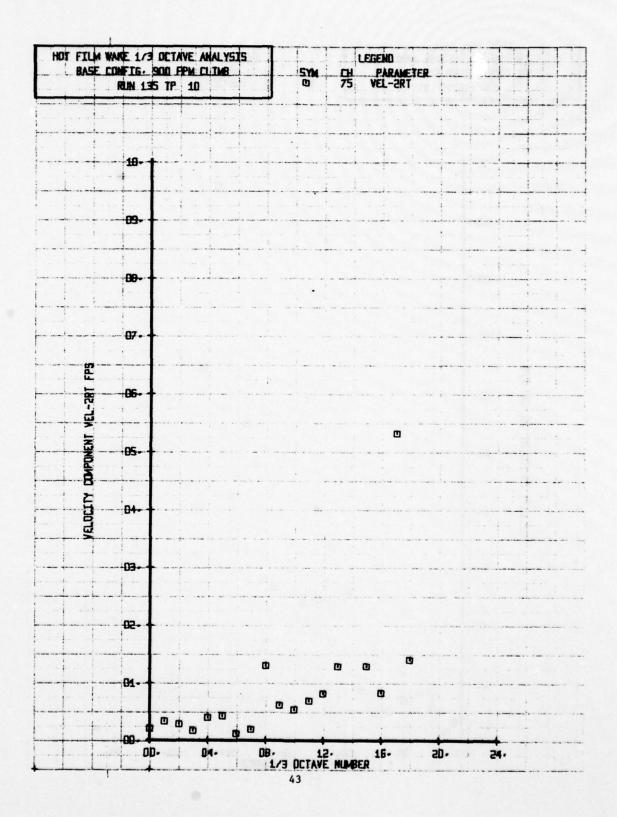


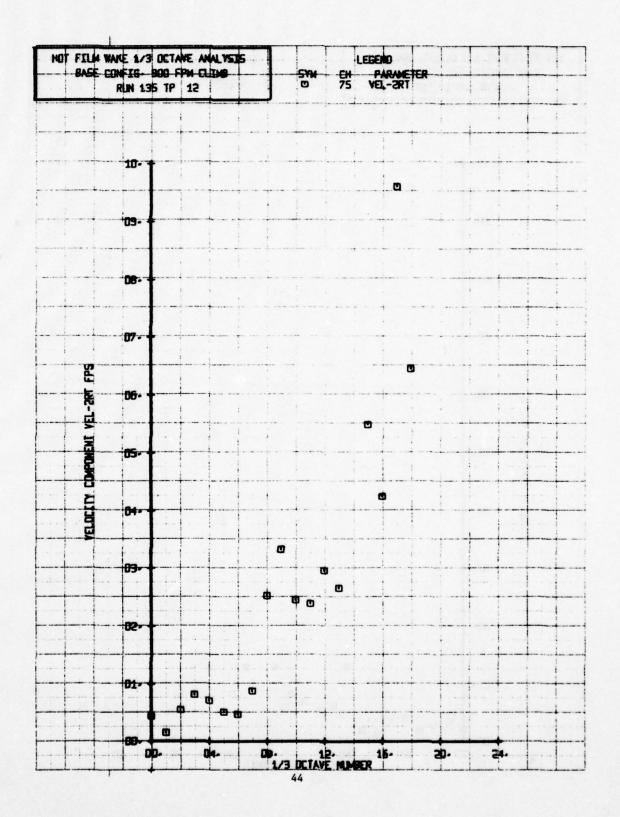


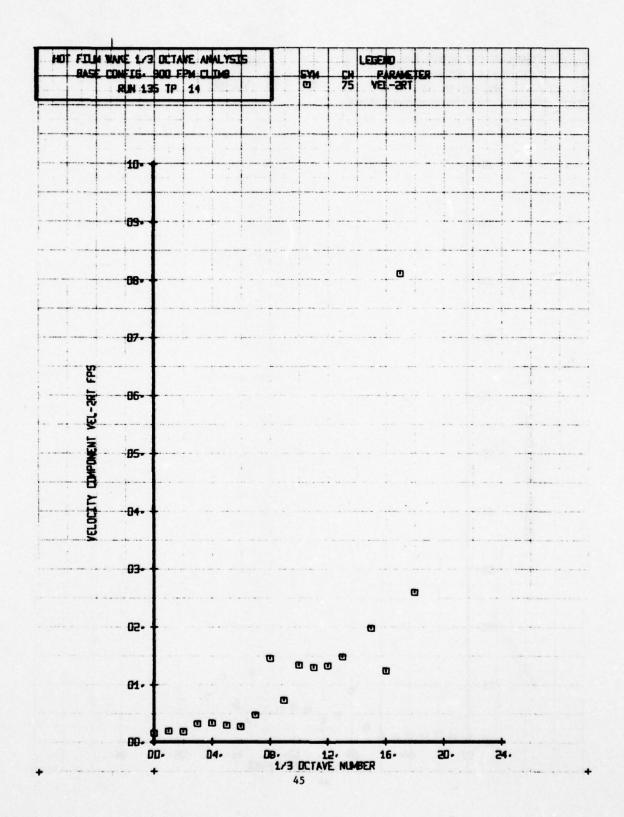


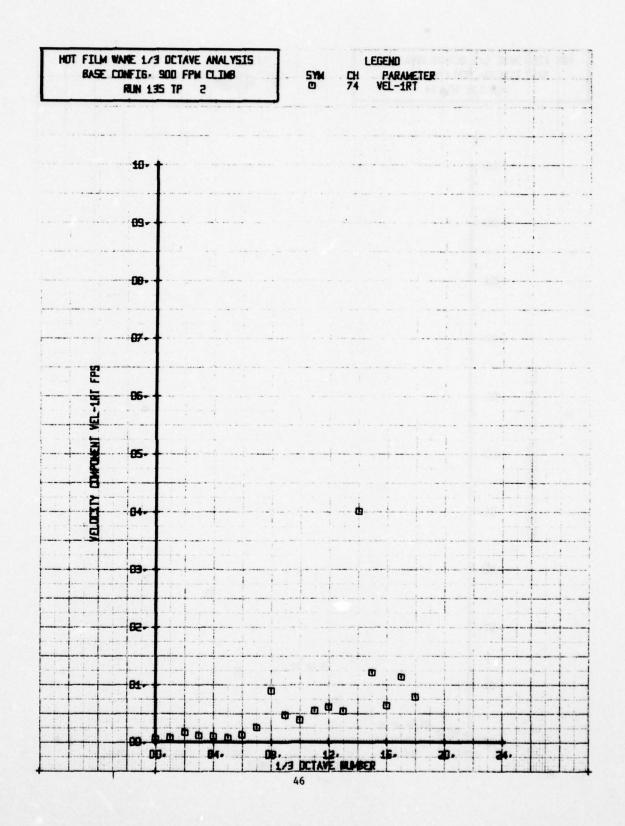


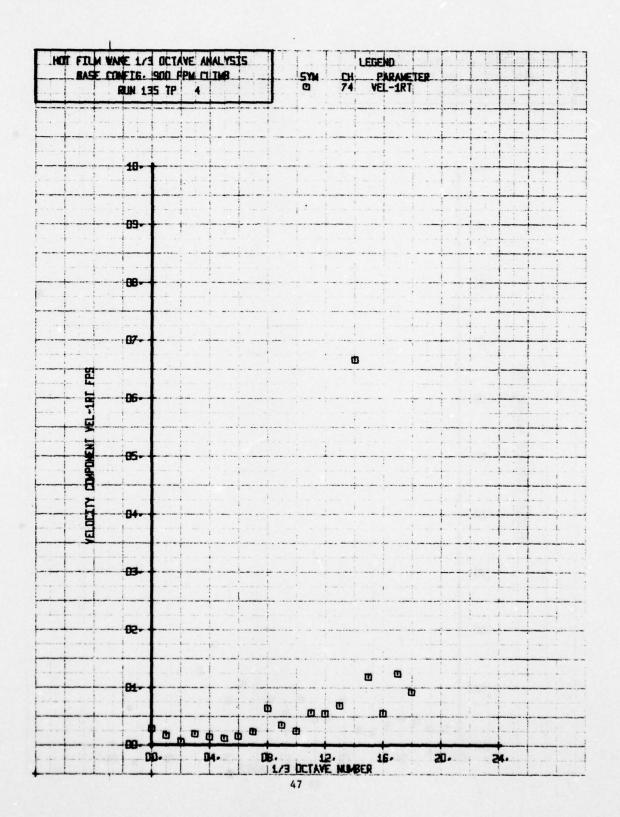


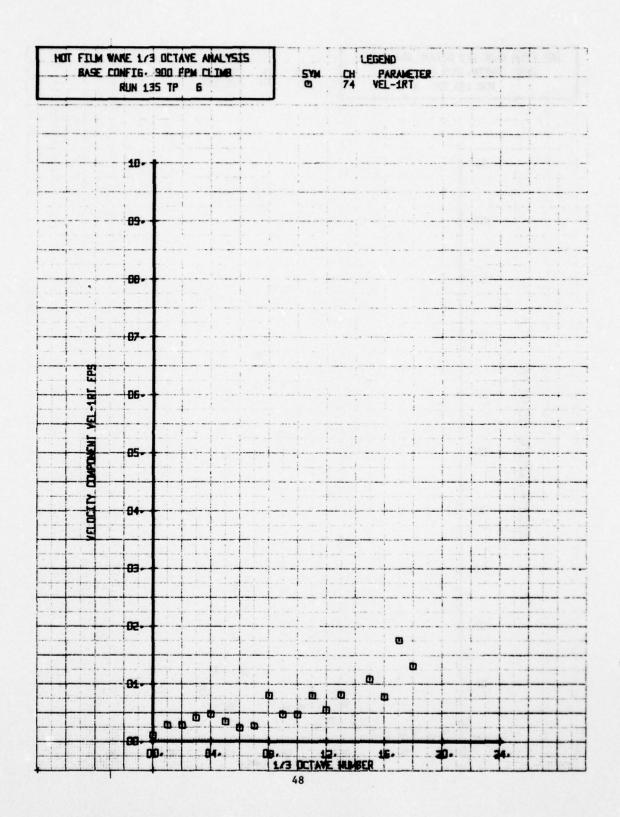


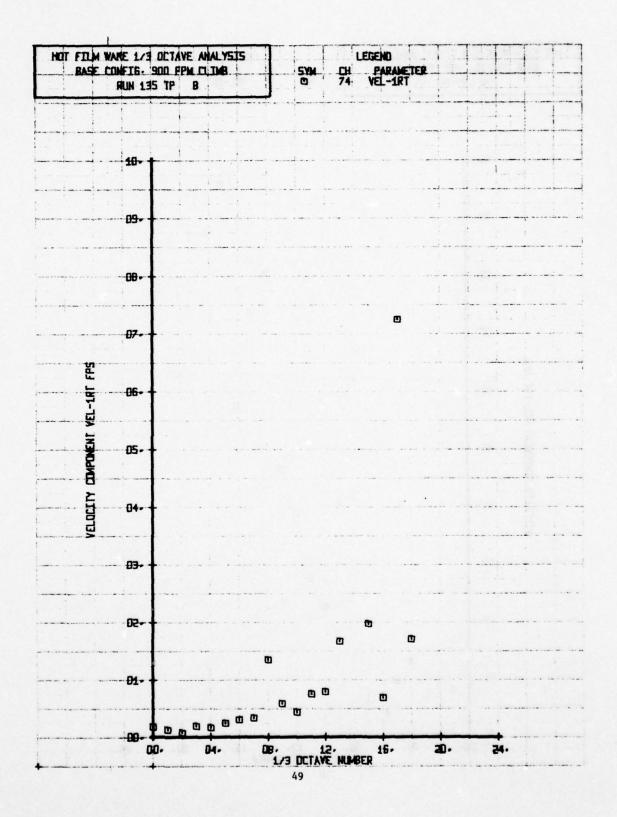


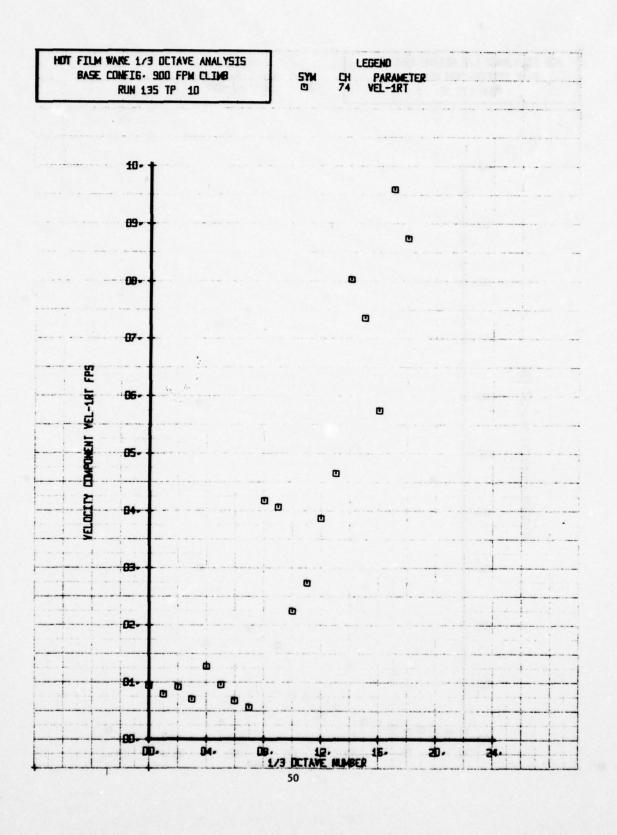


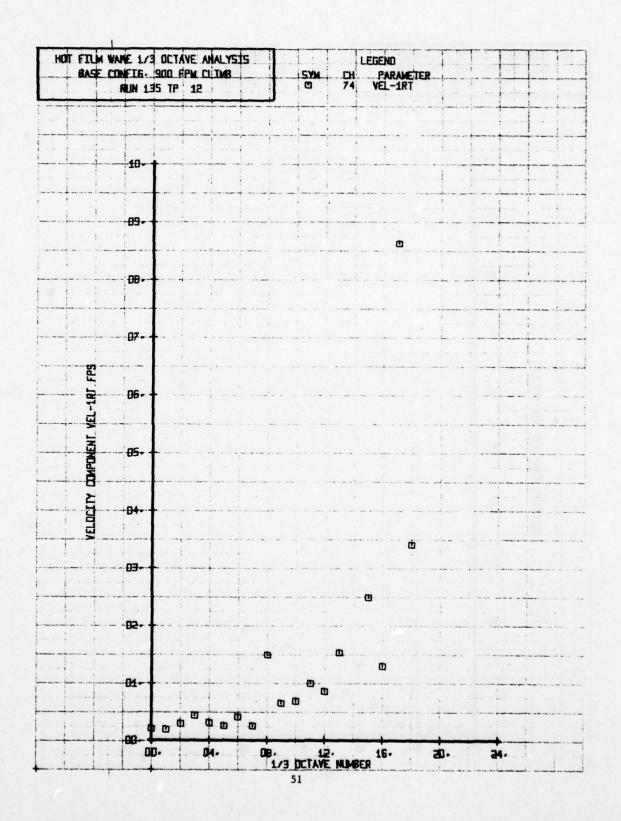


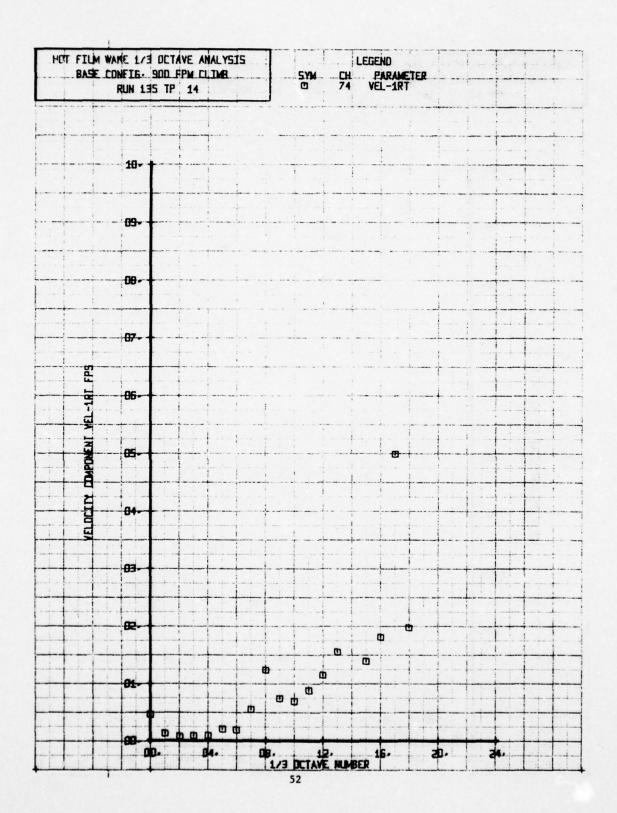


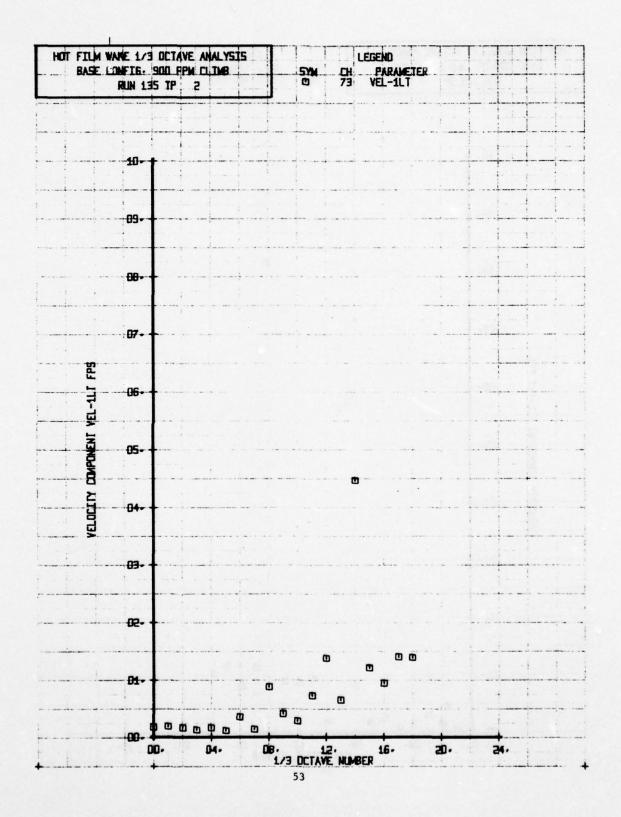


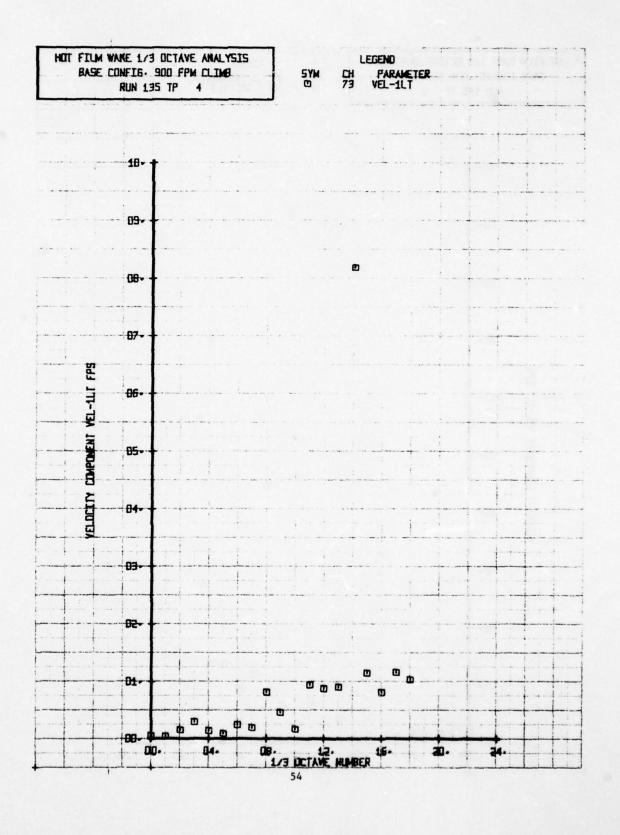


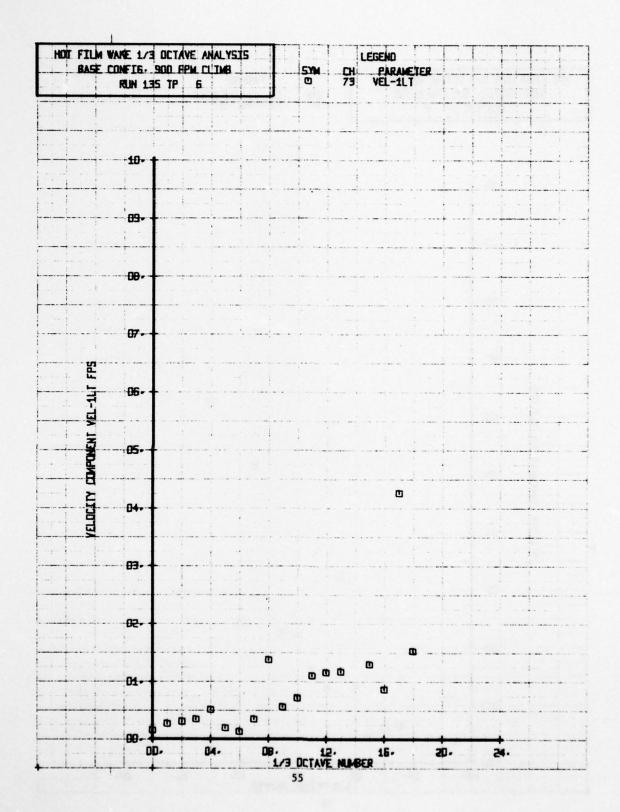


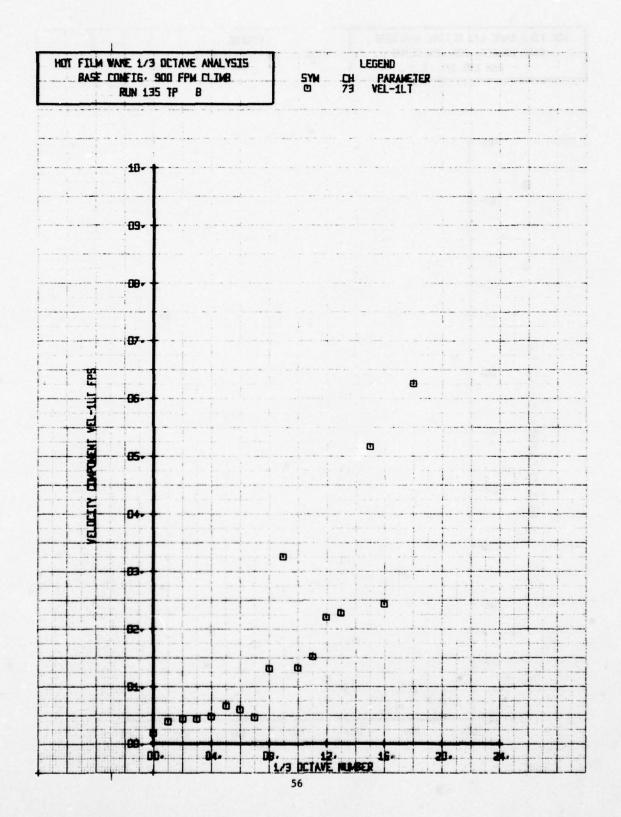


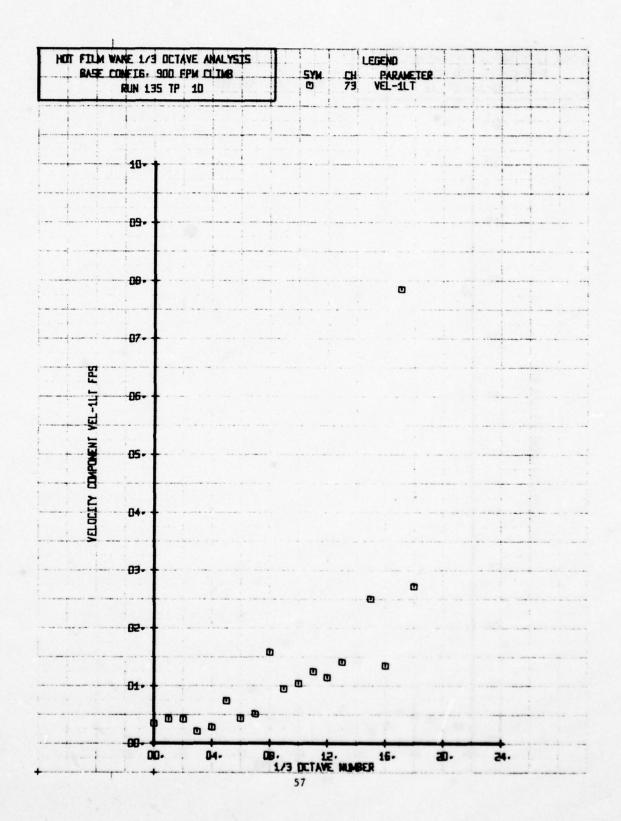


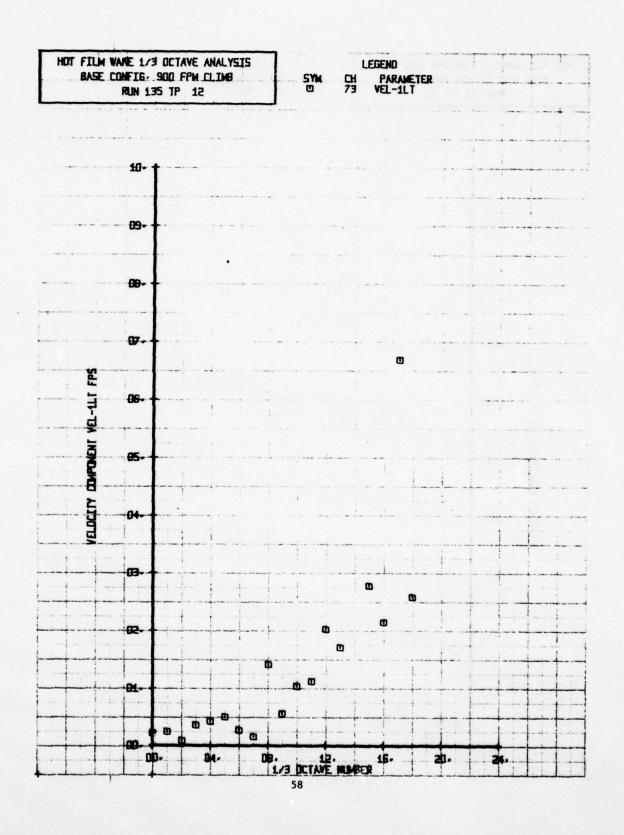


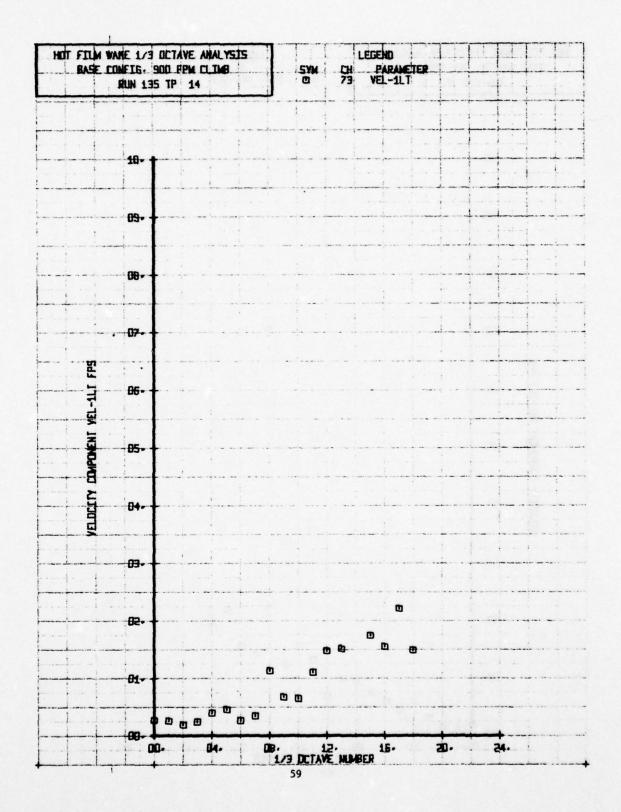


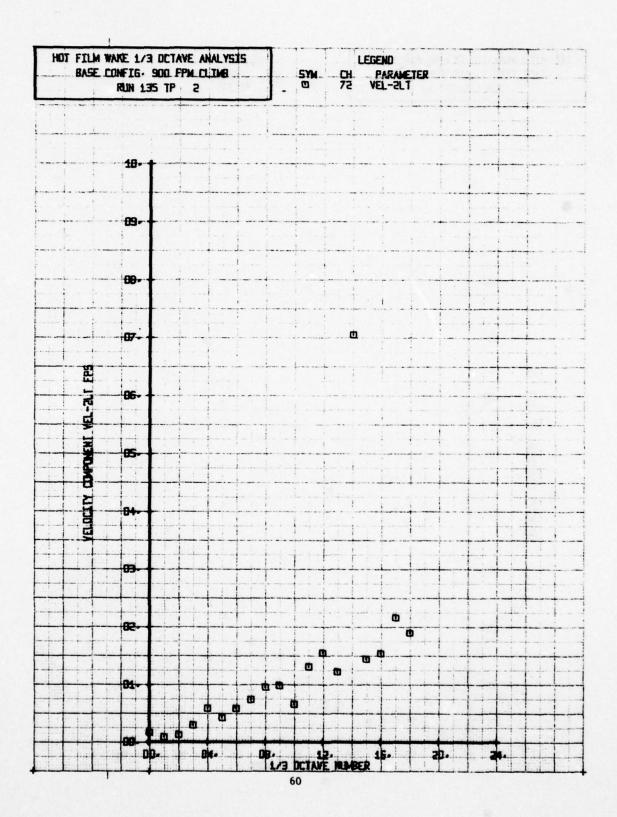


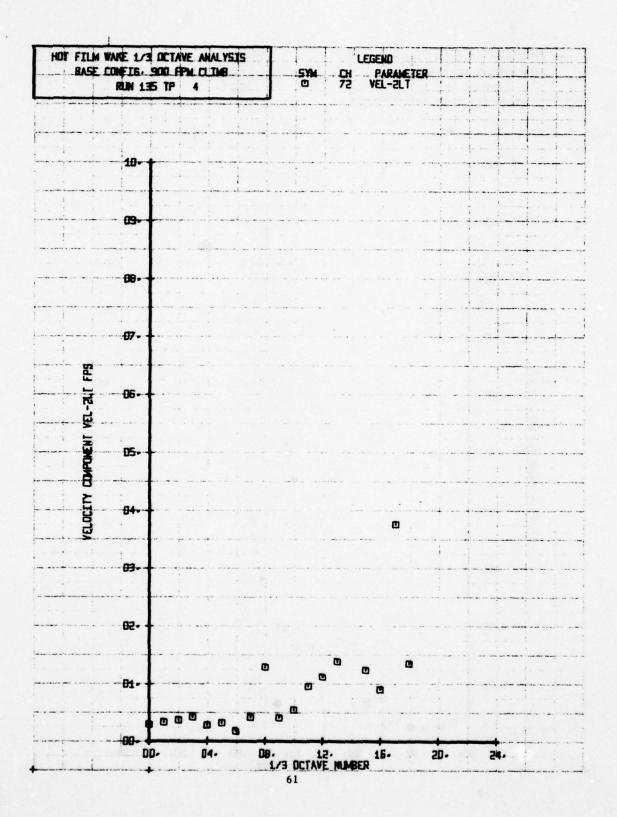


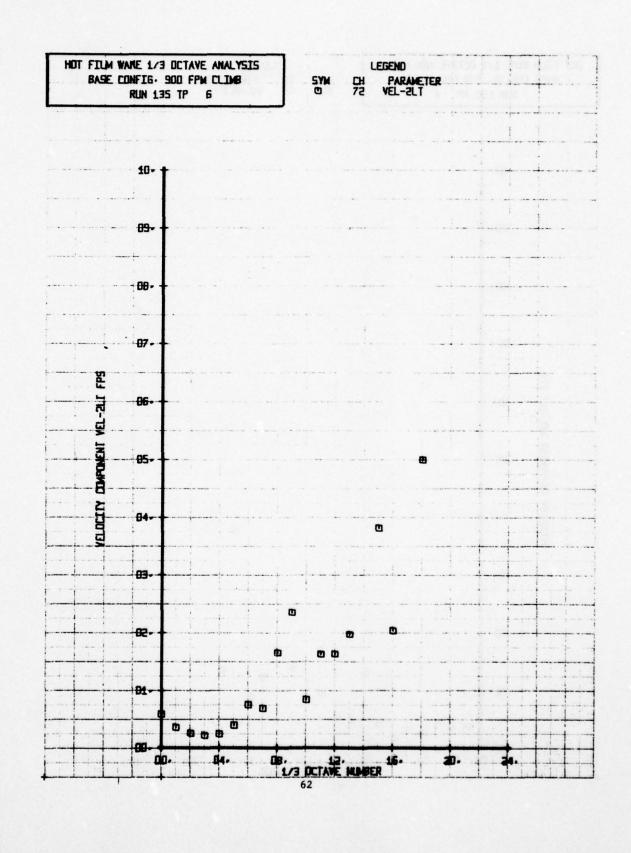


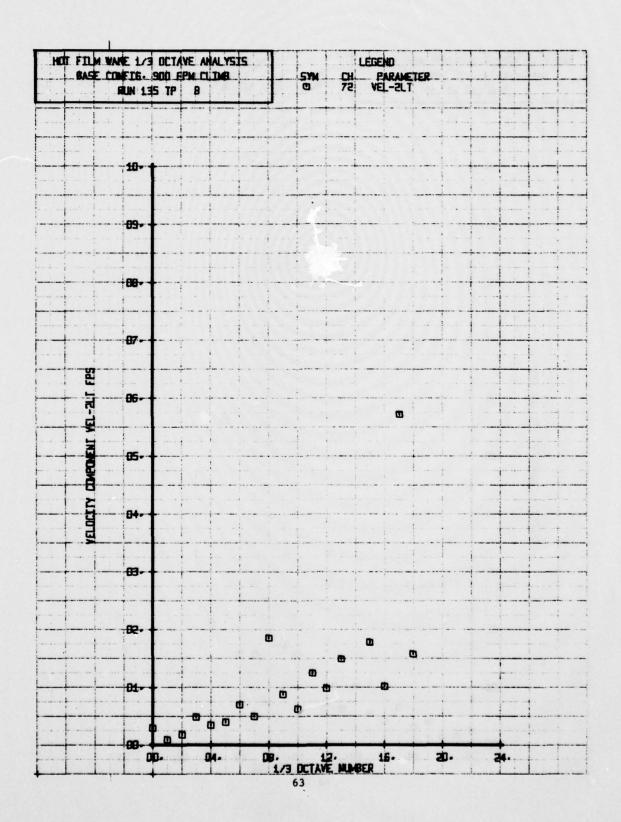


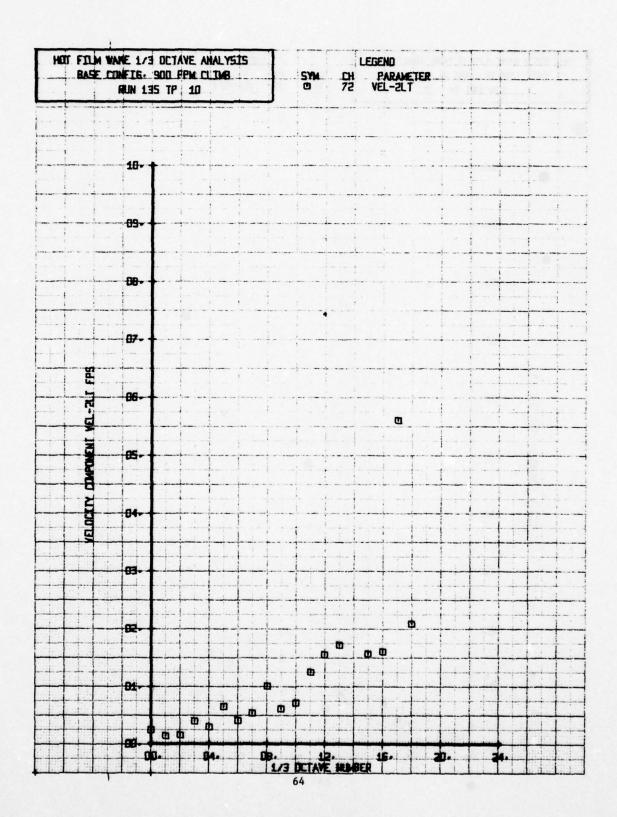










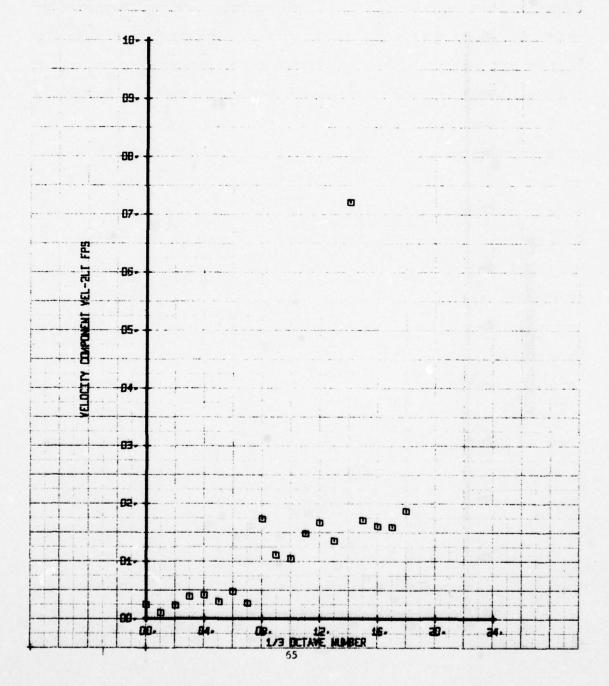


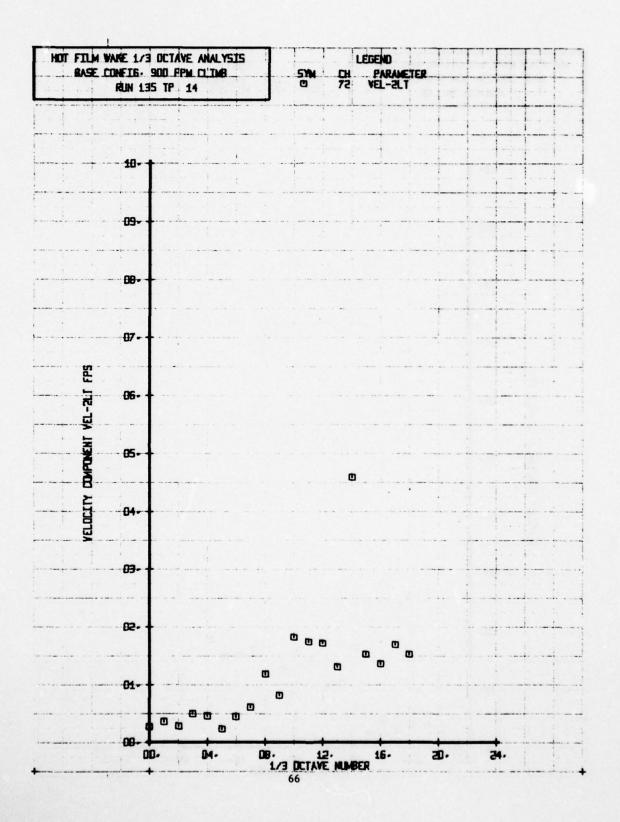
HOT FILM WAKE 1/3 DETAVE ANALYSIS

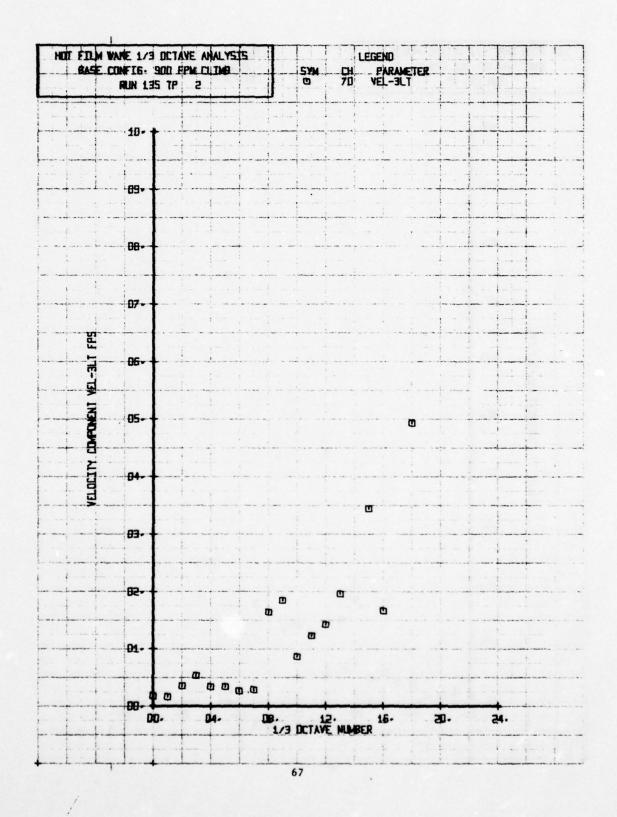
BASE CONFIG. 900 FPM CLIMB

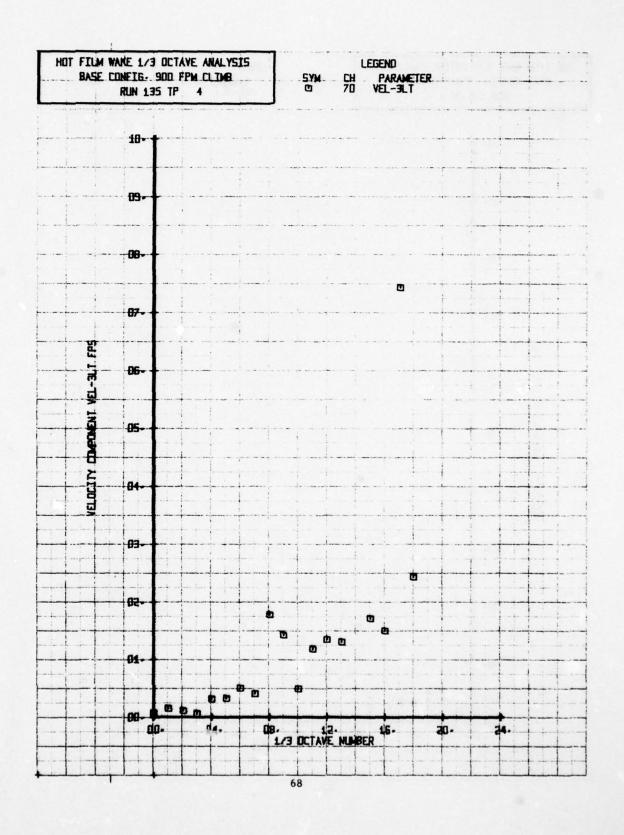
RUN 135 TP 12

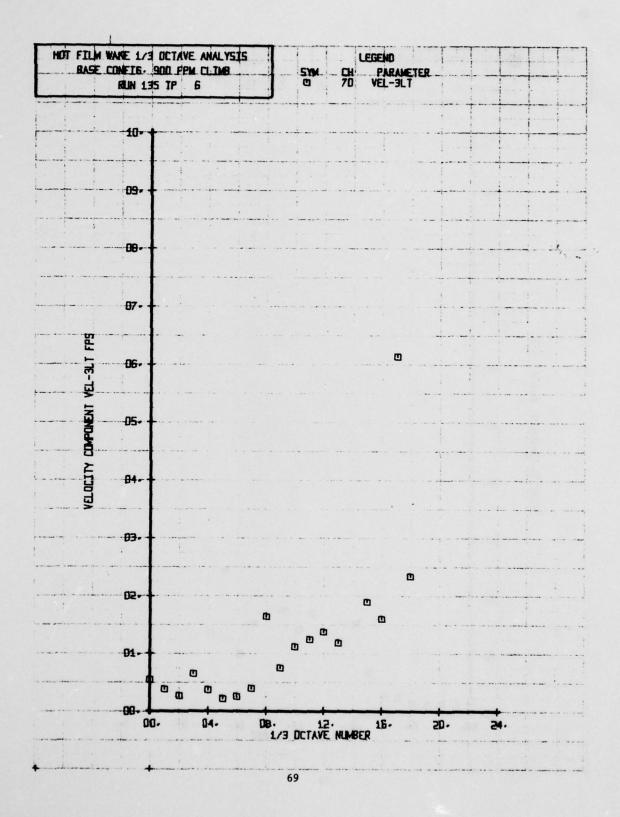
LEGEND SYN CH PARAMETER D 72 VEL-2LT

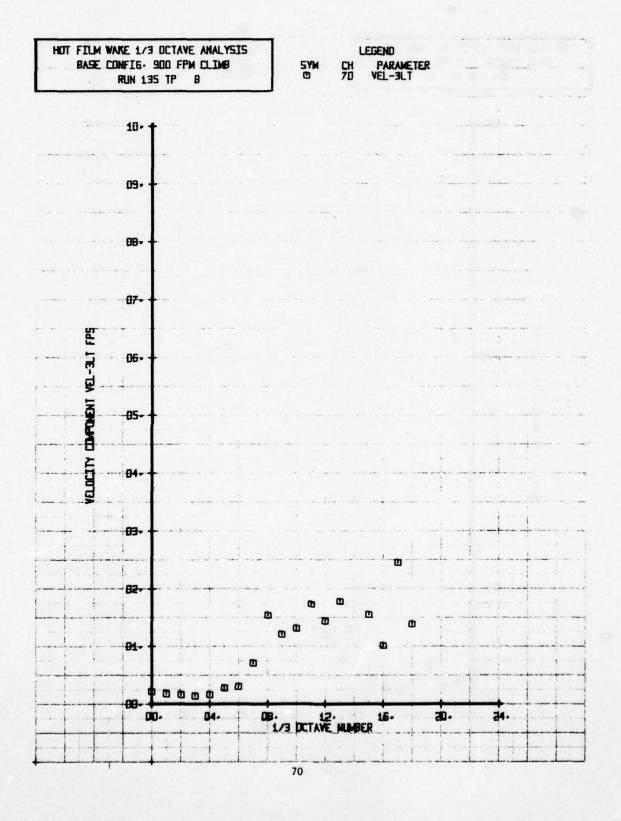


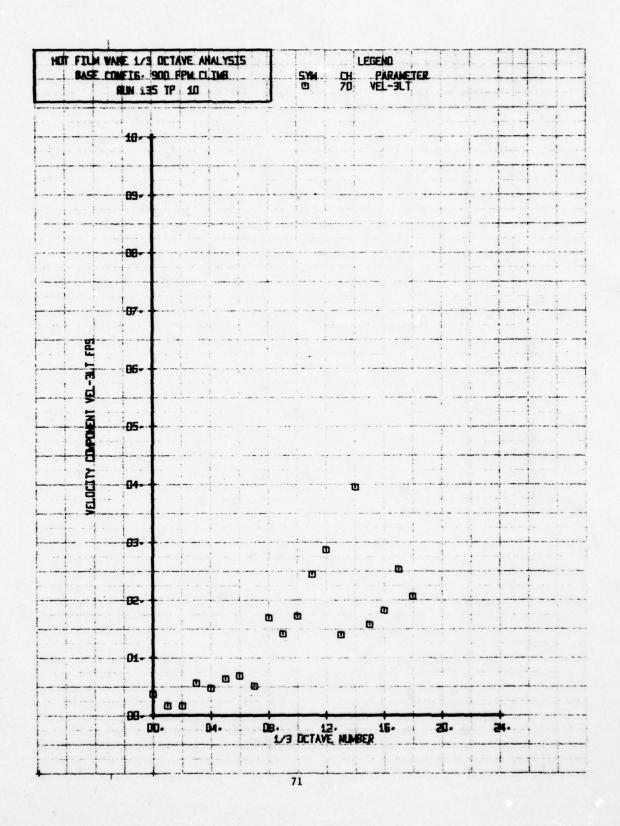


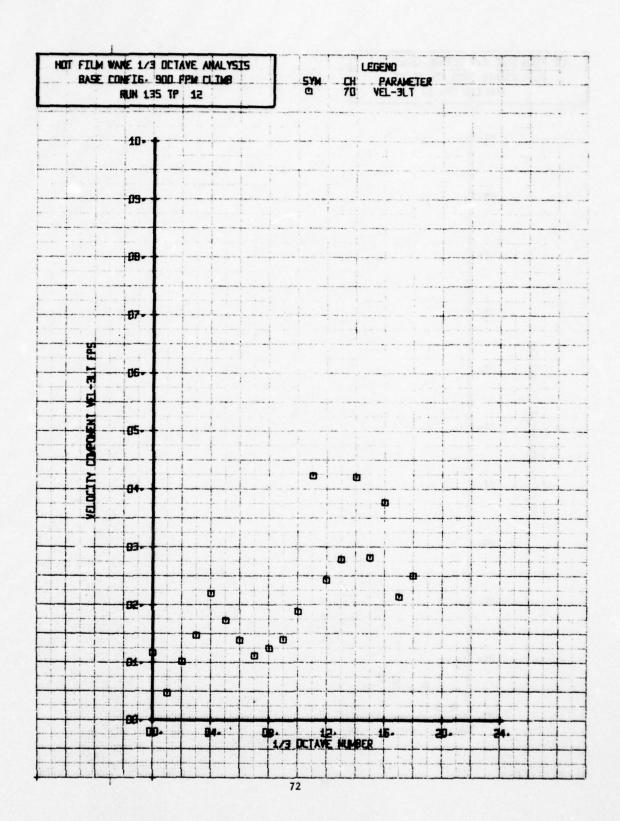


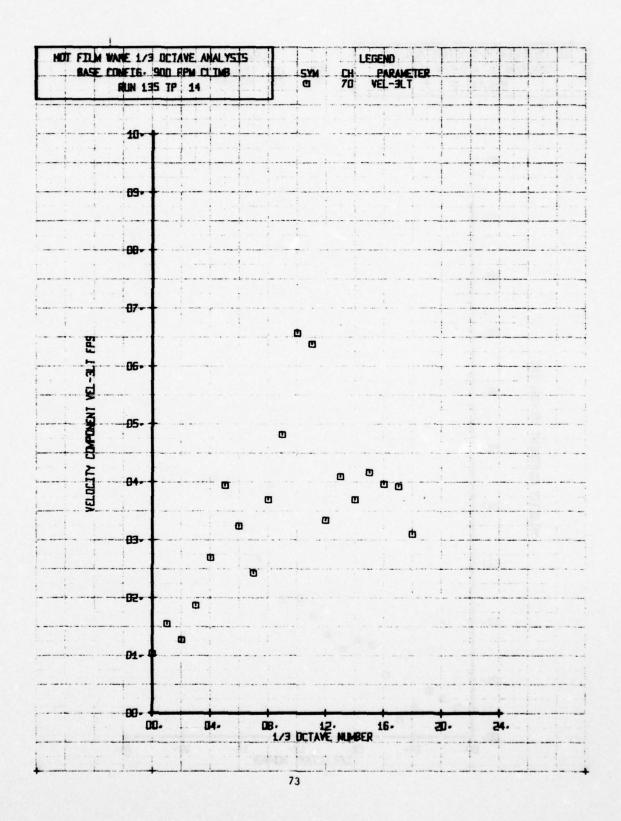




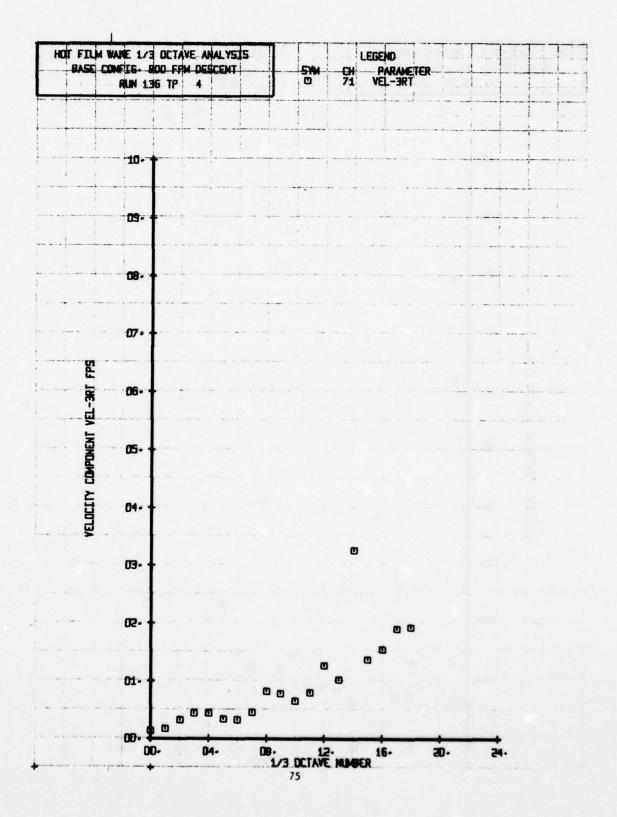


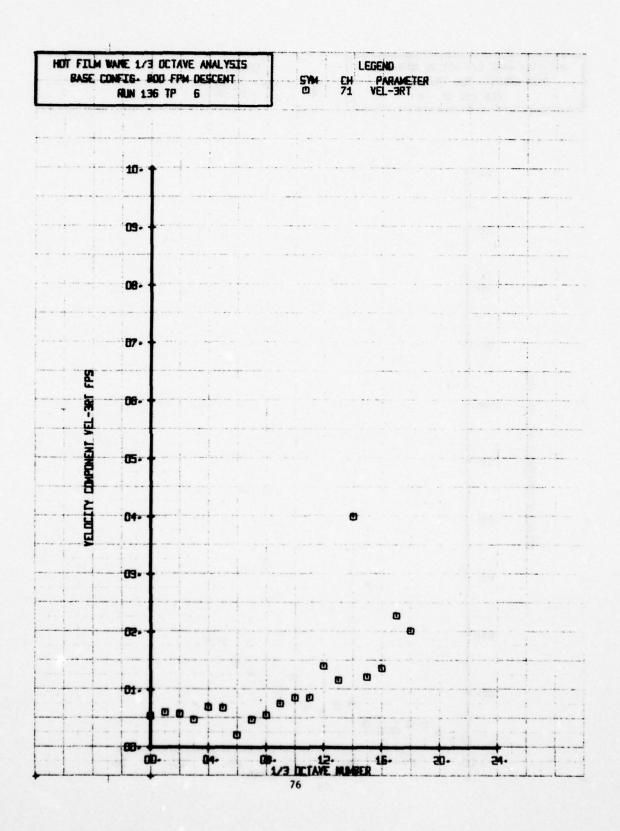


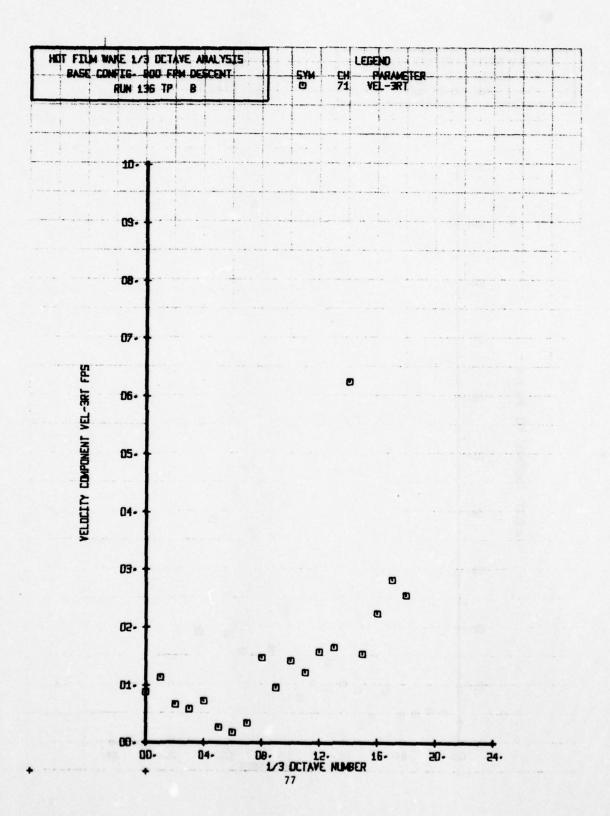




HOT FILM WAVE 1/3 DETAVE ANALYSIS LEGEND PARAMETER VEL-3RT BASE CONFIG. BOD FPM DESCENT. CH 71 RUN 136 TP 5 10-09-08-07 -VELDCITY COMPONENT VEL-3RT FPS 06-05-04-0 03. 02. 01-0 00-123 DETAVE MARKER OB. an. 00-04-

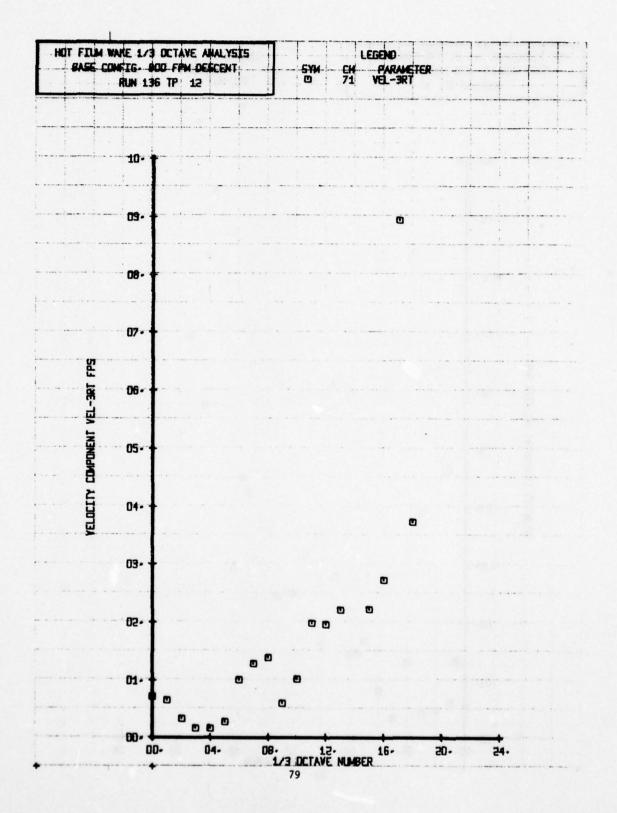


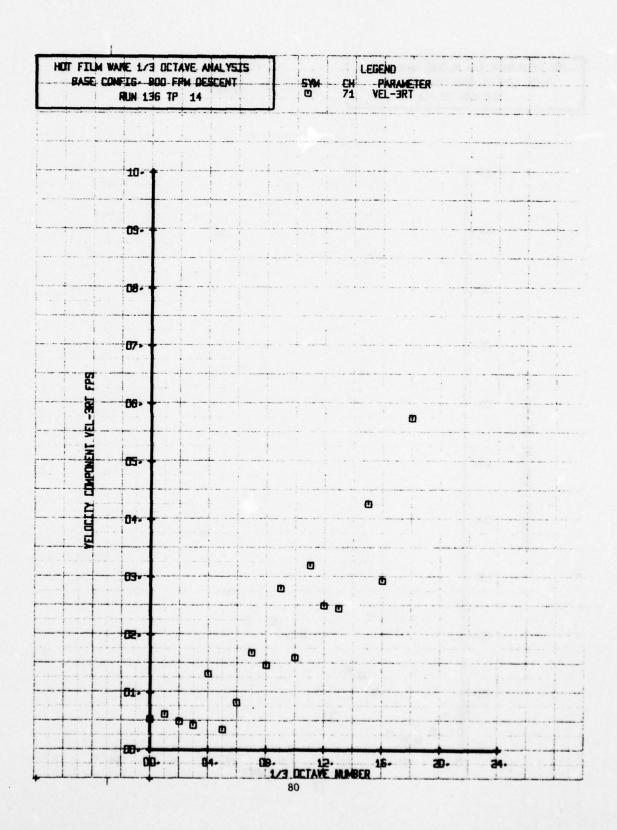


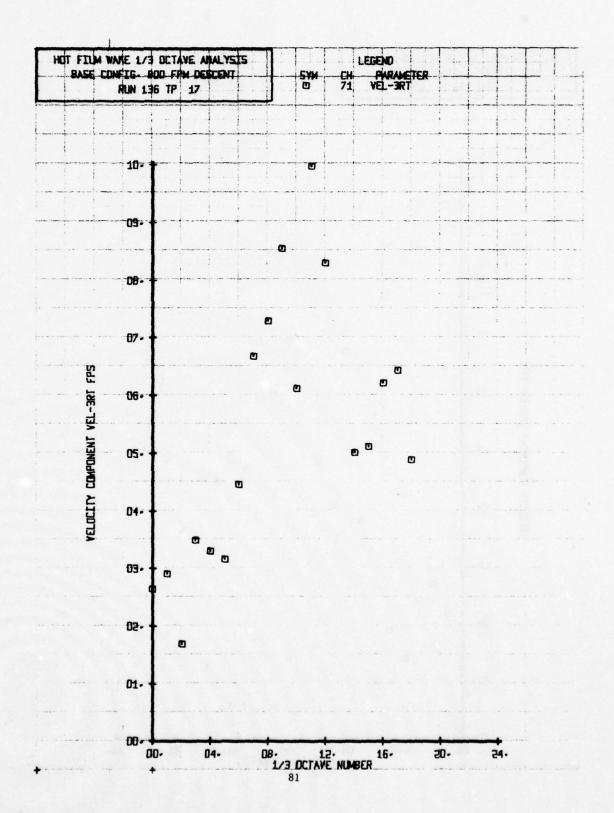


HOT FILM WAKE 1/3 OCTAVE ANALYSIS LEGEND BASE CONFIG. BOO FPM DESCENT RUN 136 TP 10 SYM 10-09-08-07 -VELOCITY COMPONENT VEL-3RT FPS 06-05-04-03. 0 65. 01-

1/3 DCTAVE MUMBER

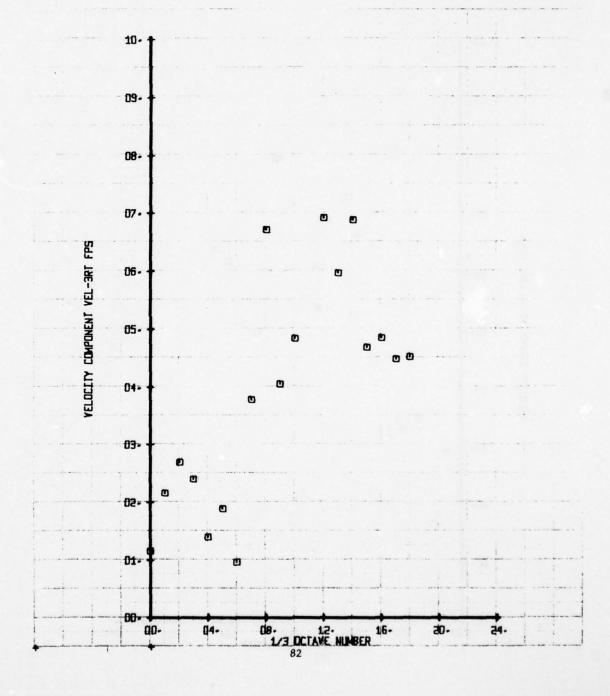


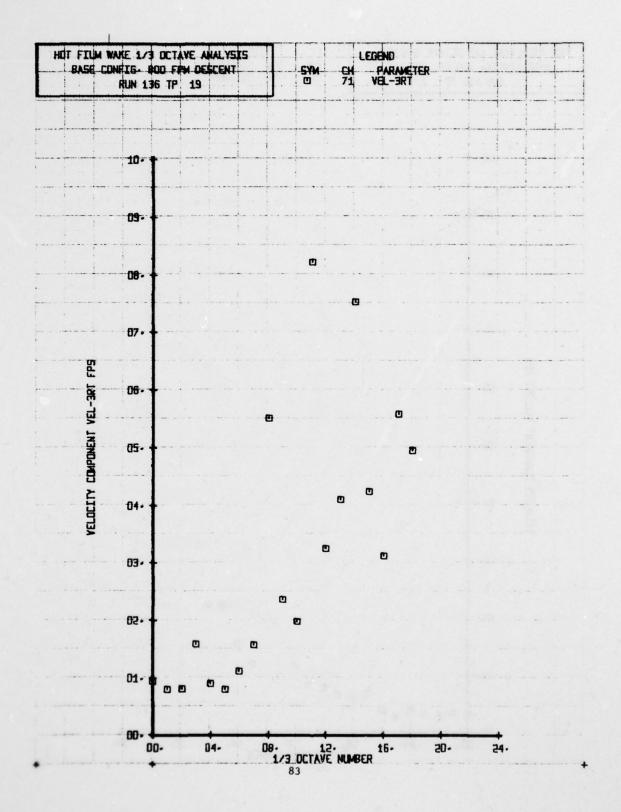


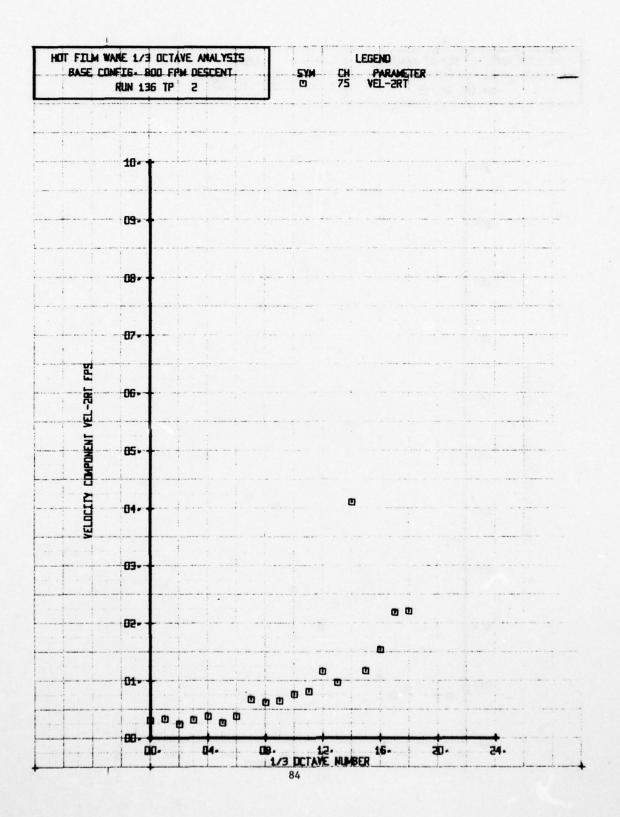


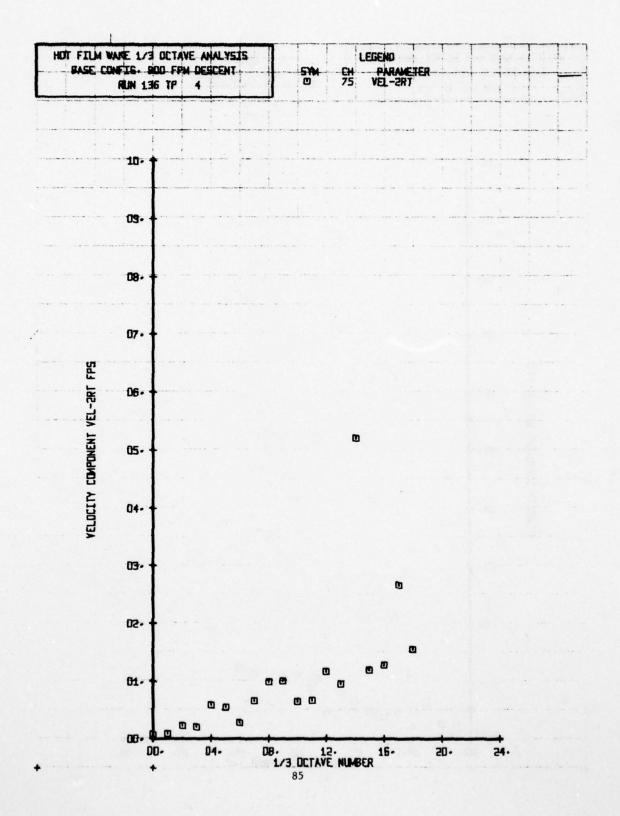
HOT FILM WARE 1/3 OCTAVE ANALYSIS
BASE CONFIG. 800 FPM DESCENT
RUN 136 TP 18

LEGEND SYM CH PARAMETER O 71 VEL-3RT







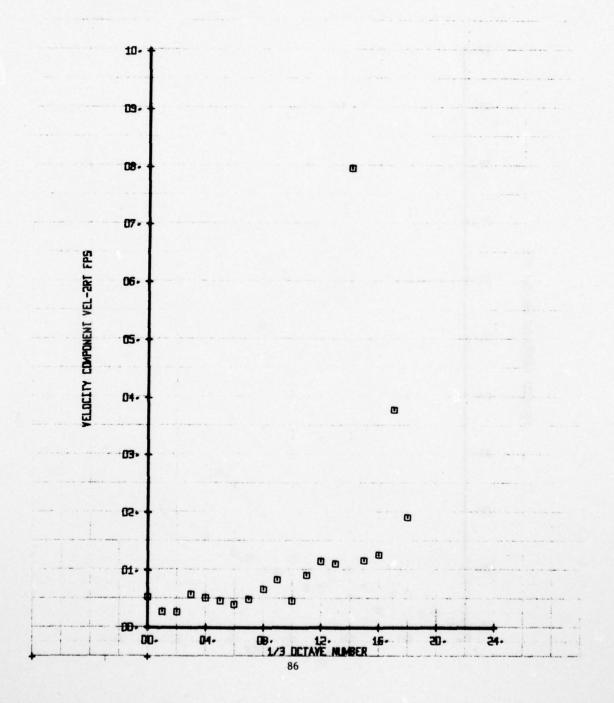


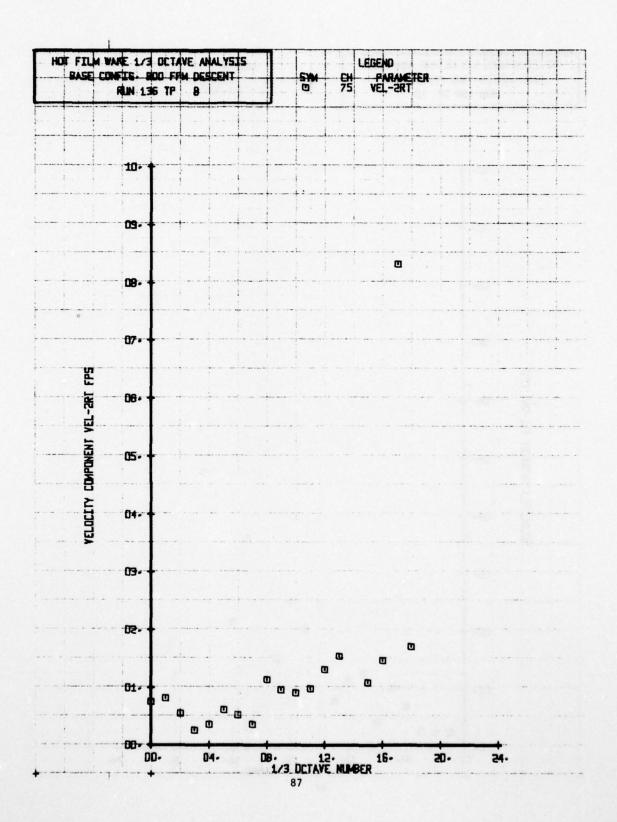
HOT FILM WAKE 1/3 OCTAVE ANALYSIS

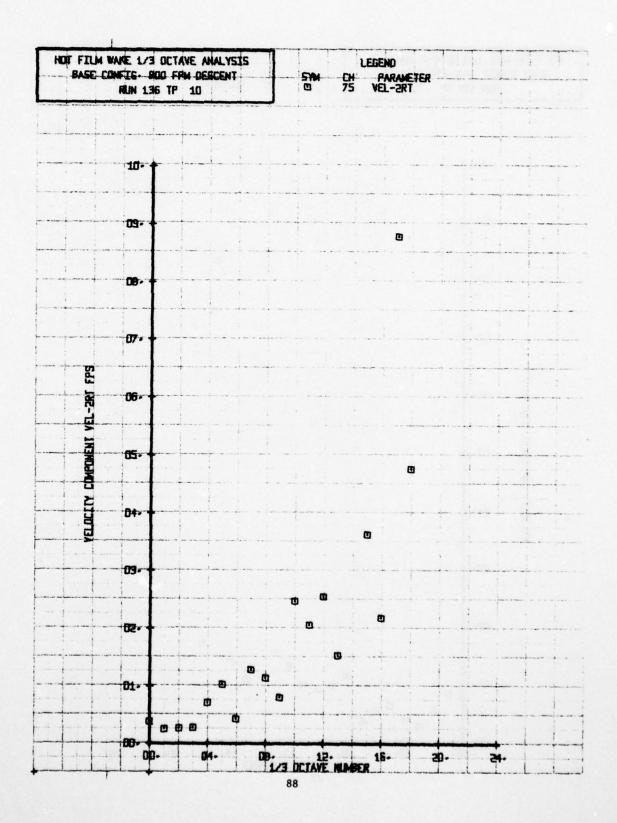
BASE CONFIG. BOD FFM DESCENT

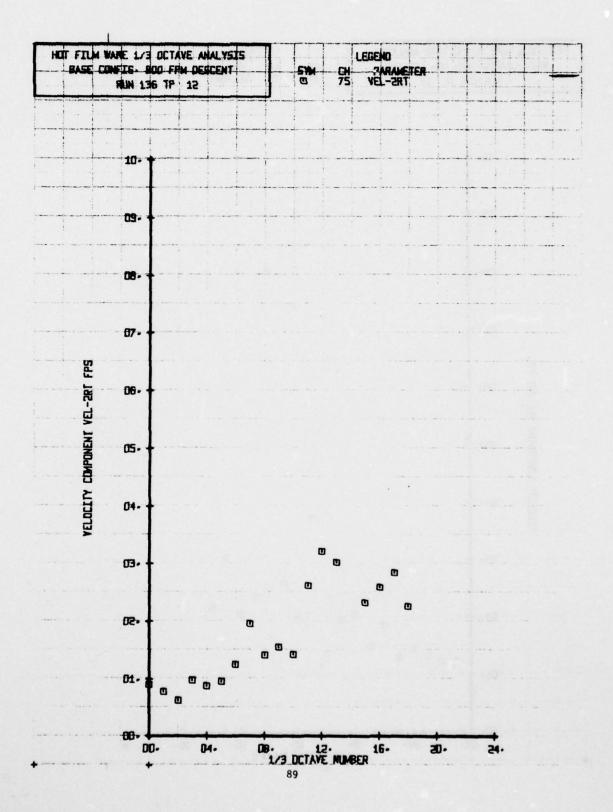
RUN 136 TP 6

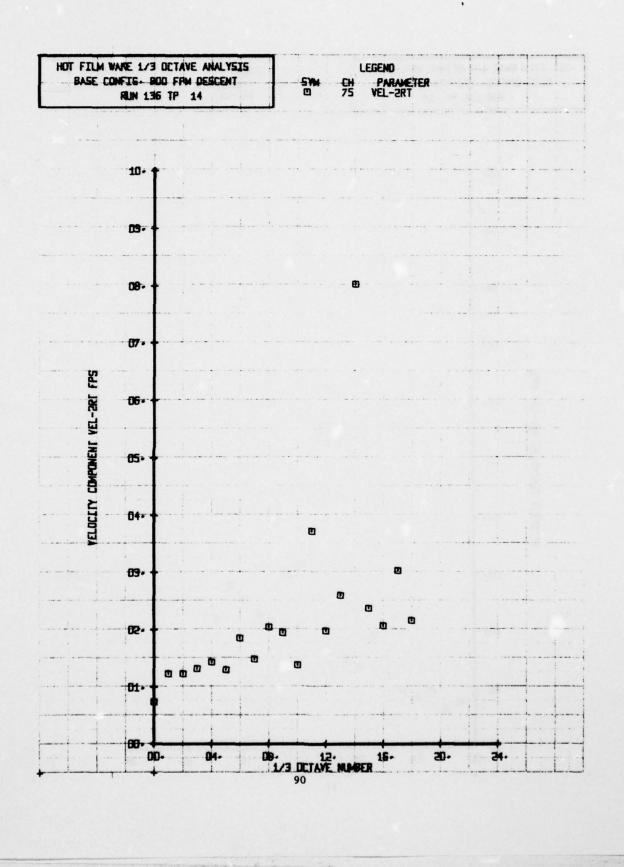
LEGEND SYM CH PARAMETER 10 75 VEL-2RT

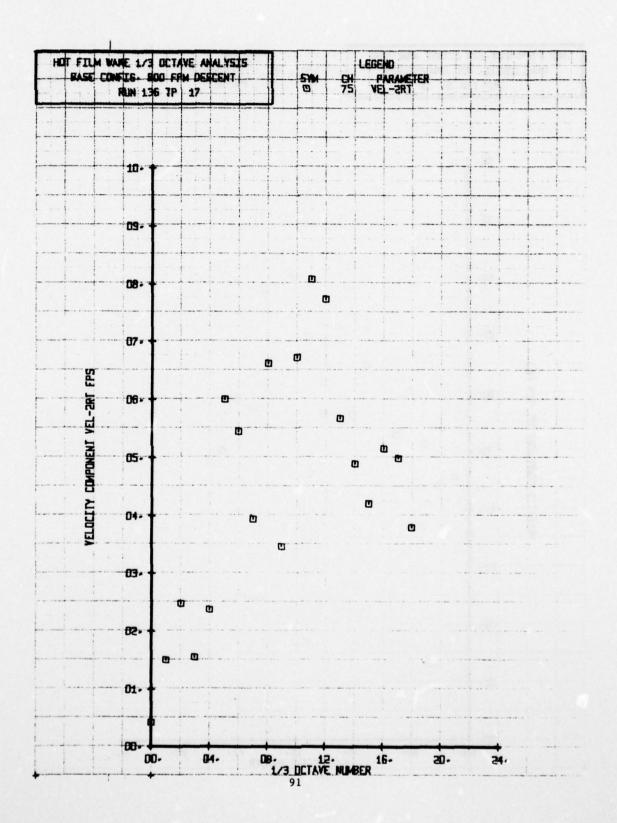


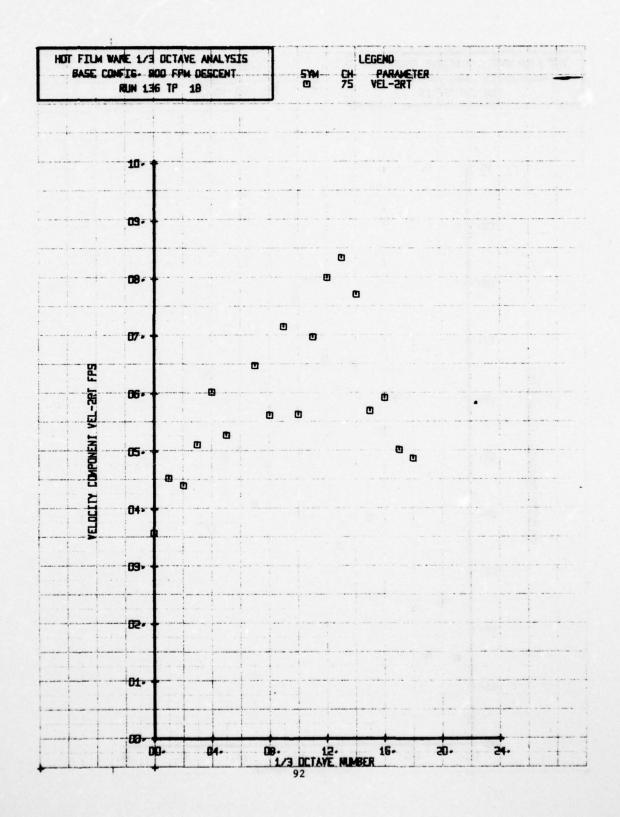












HOT FILM WANE 1/3 DETAVE ANALYSIS

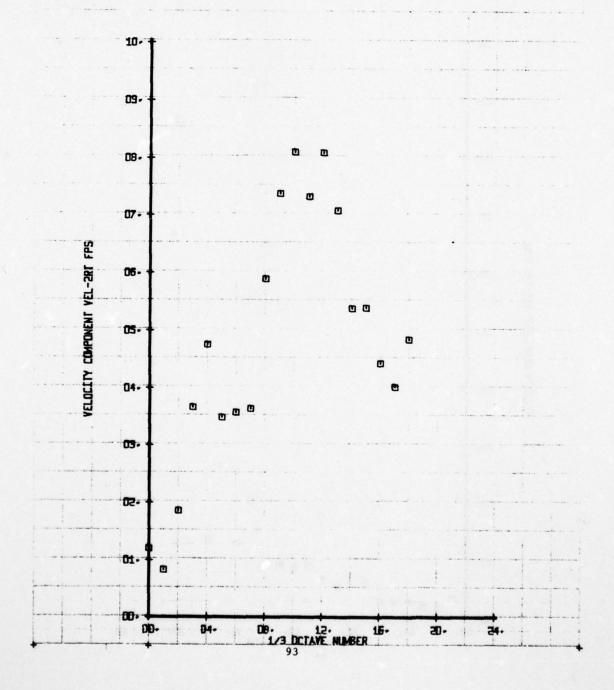
BASE CONFIG. BOD FPM DESCENT

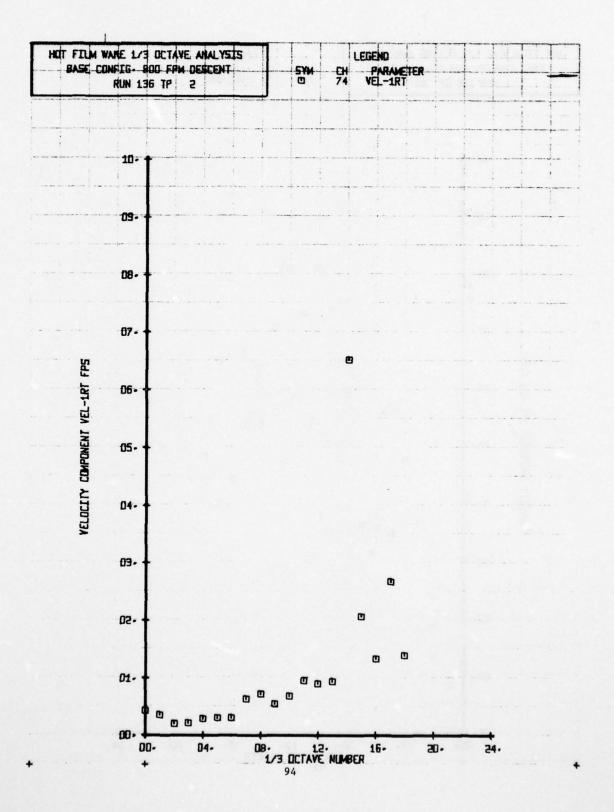
RUN 136 TP 19

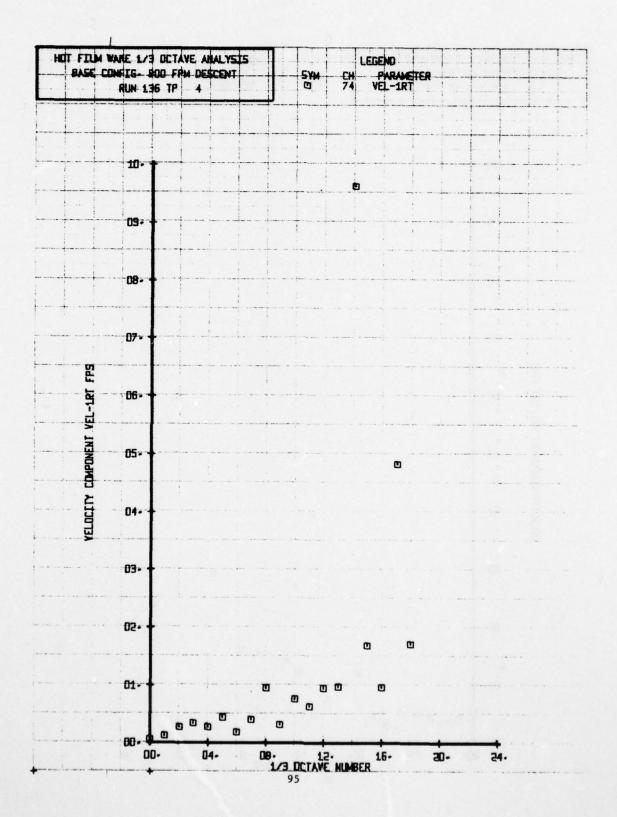
LEGEND

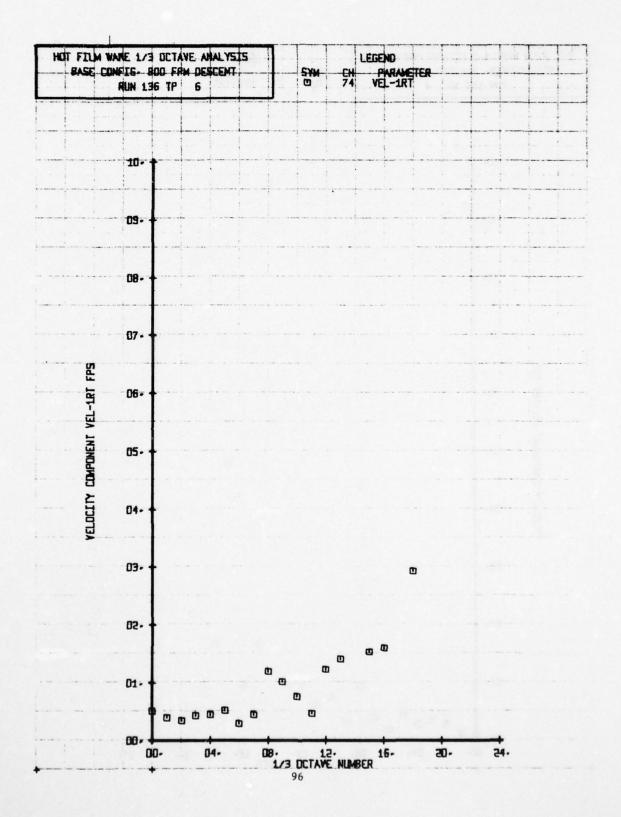
SYM CH PARAMETER

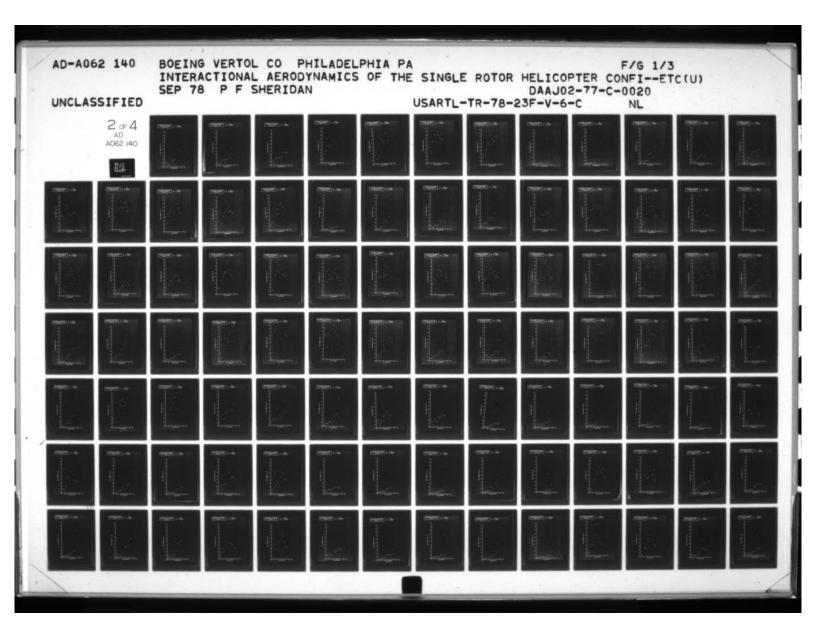
D 75 VEL-2RT

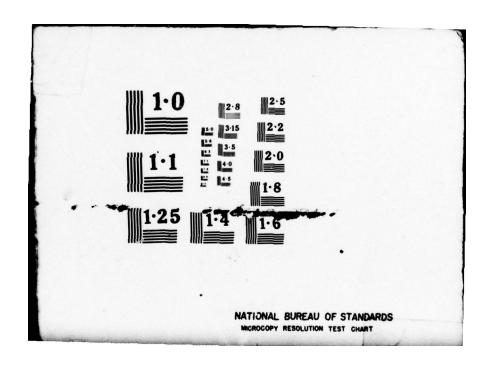


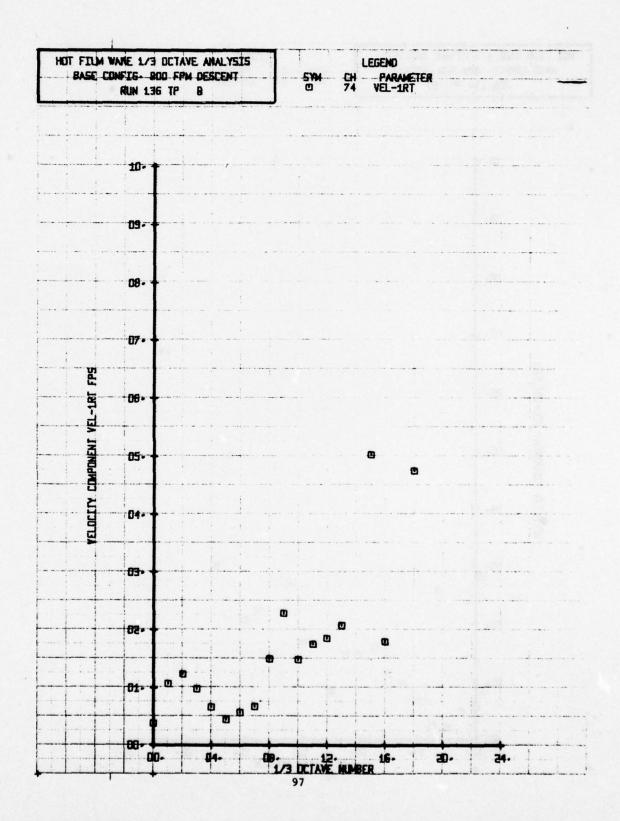


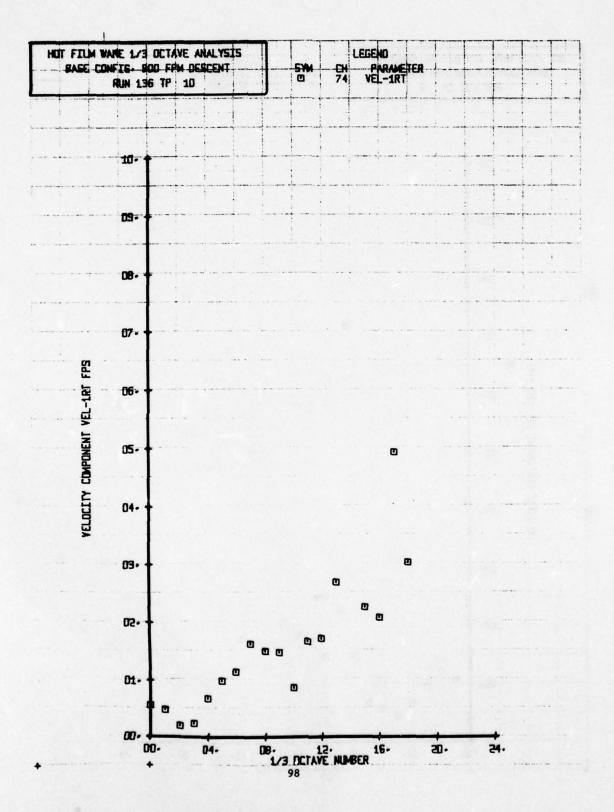










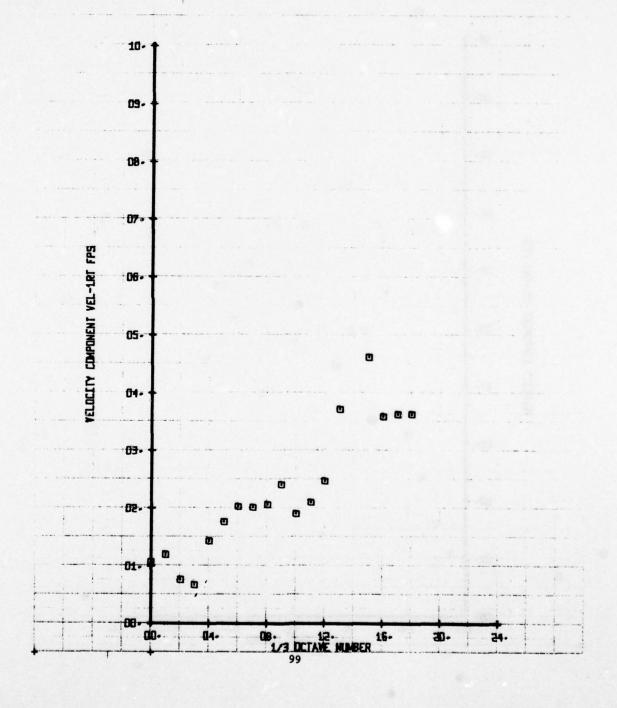


HOT FILM WANE 1/3 OCTAVE ANALYSIS

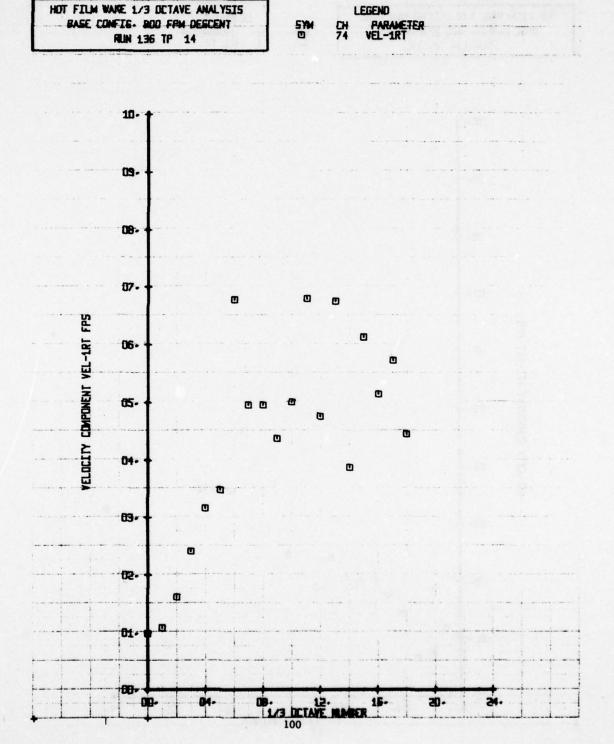
BASE CONFIG. BOD FPM DESCENT

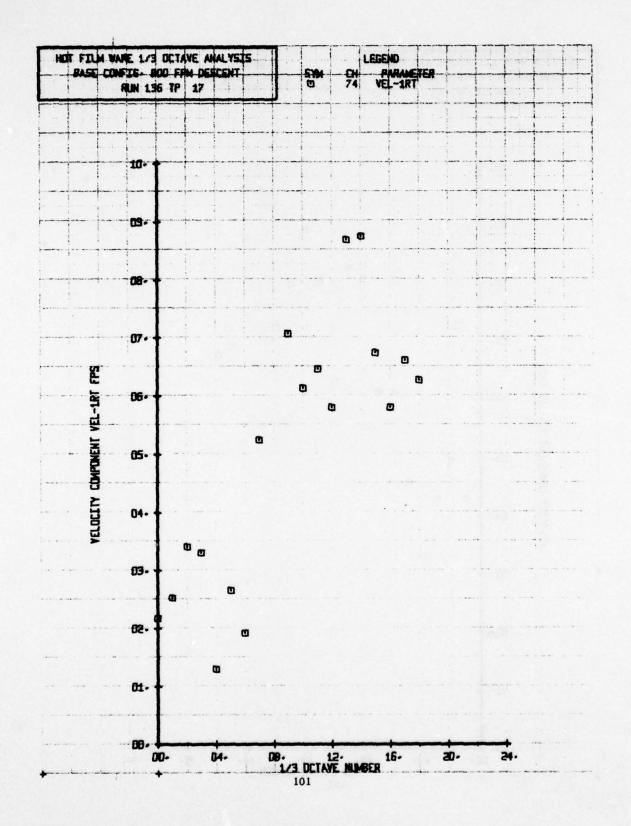
RUN 136 TP 12

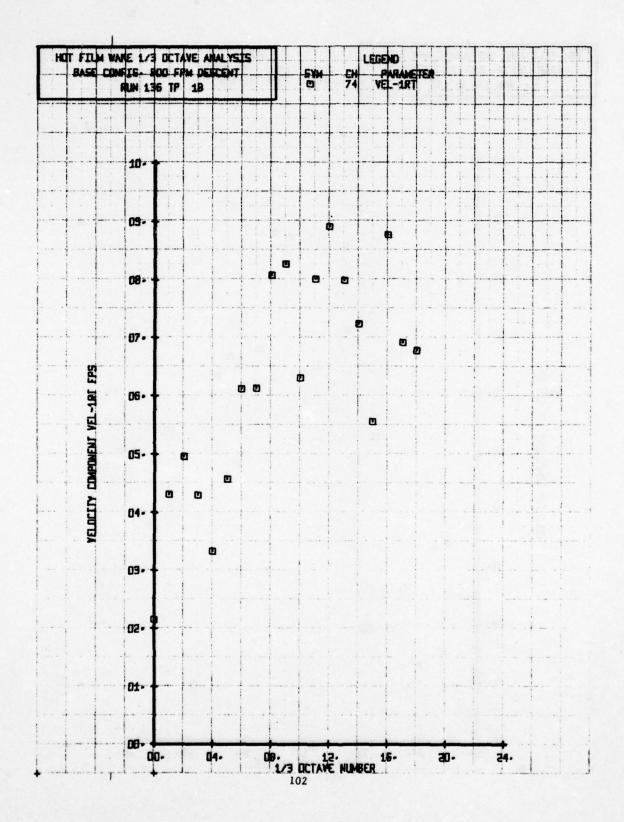
LEGEND
SYM CH PARAMETER
TO 74 VEL-1RT



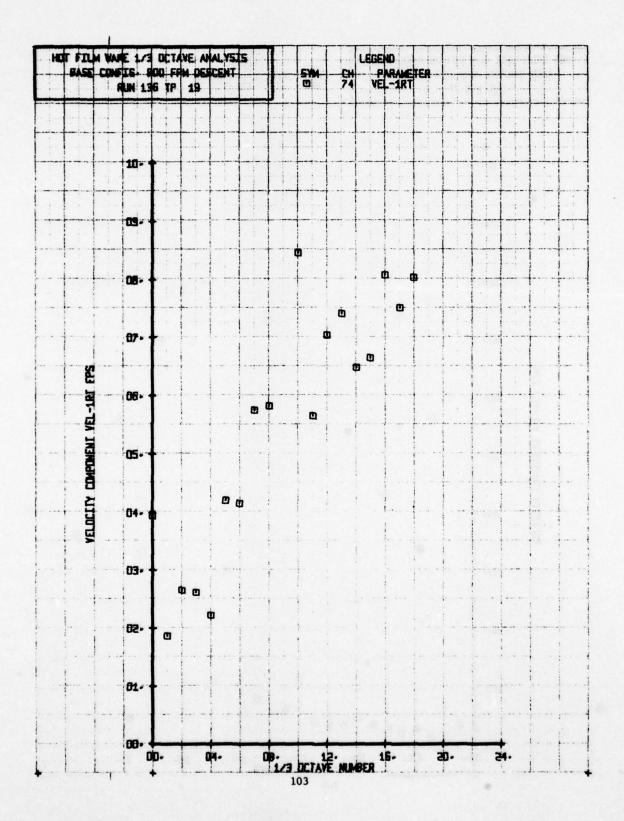
•

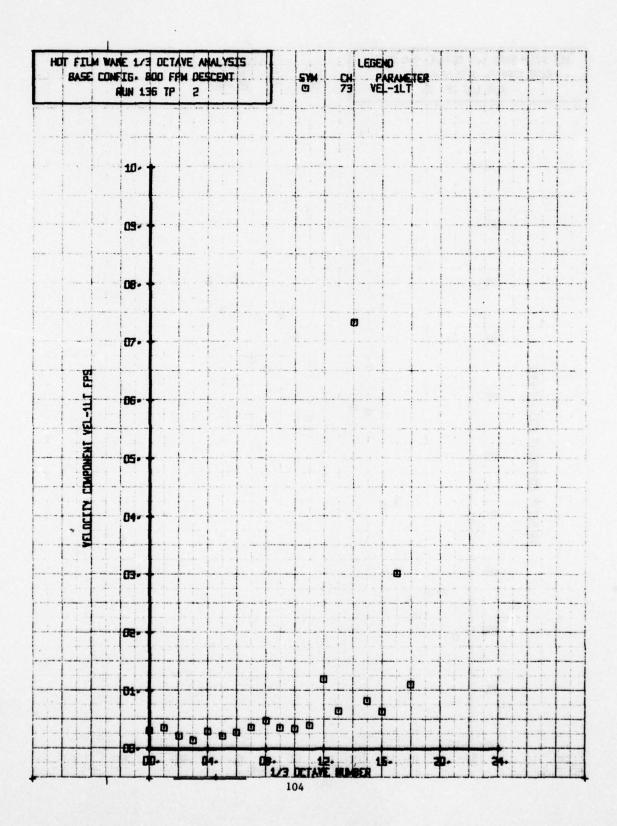


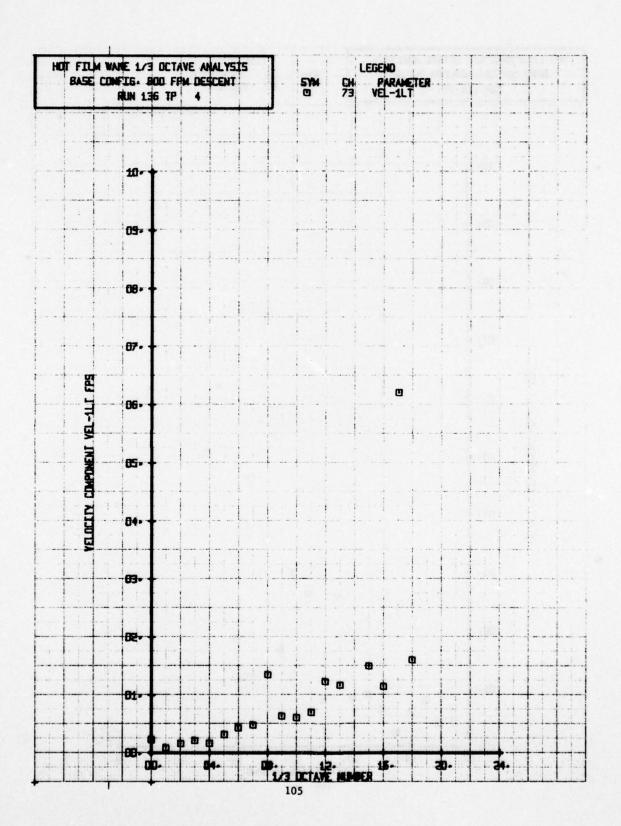


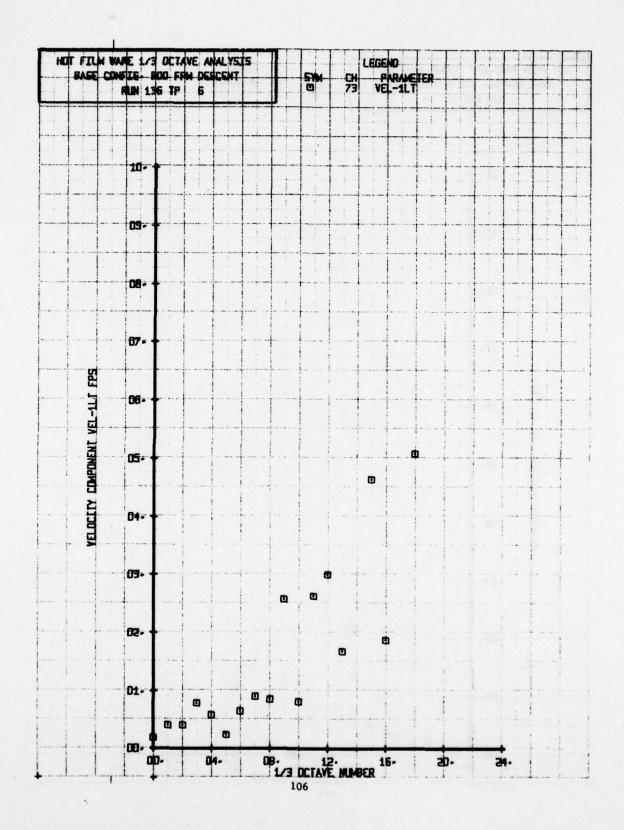


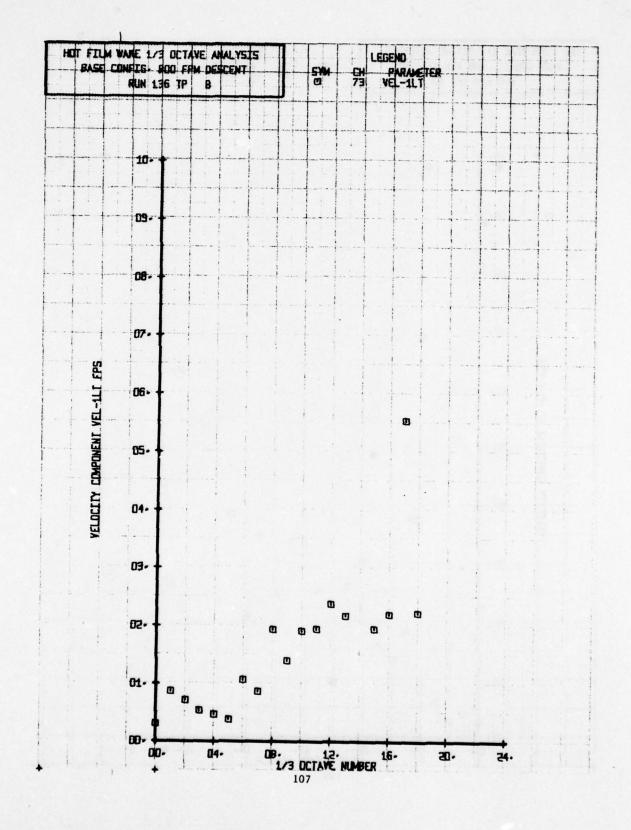
.

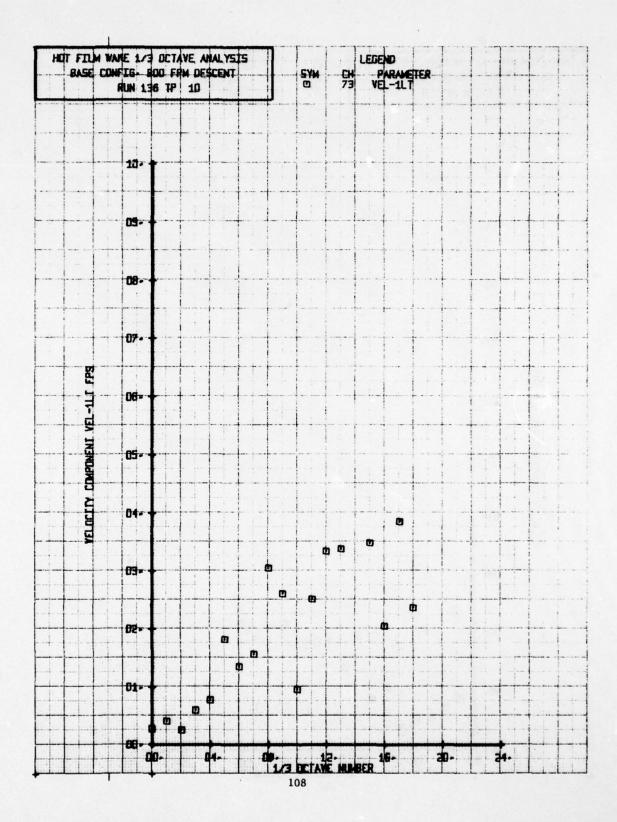


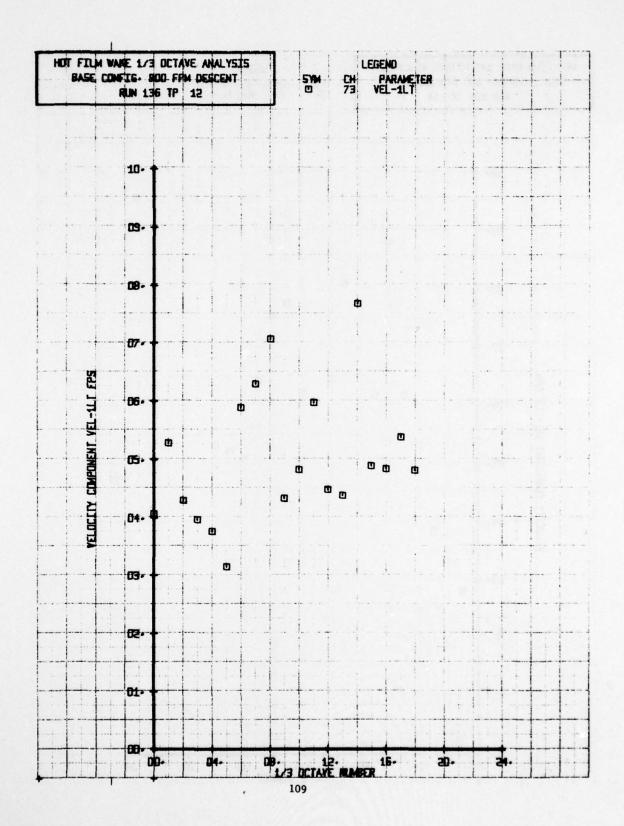


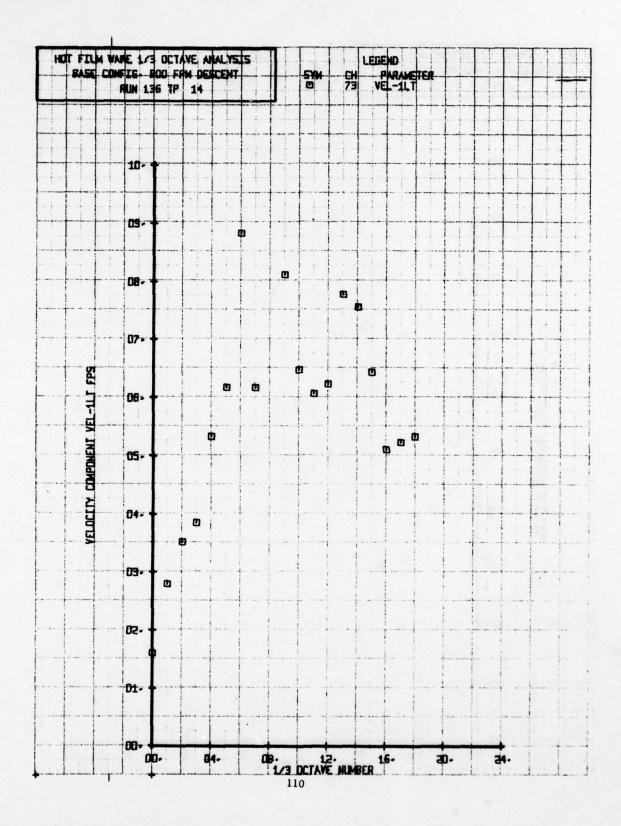


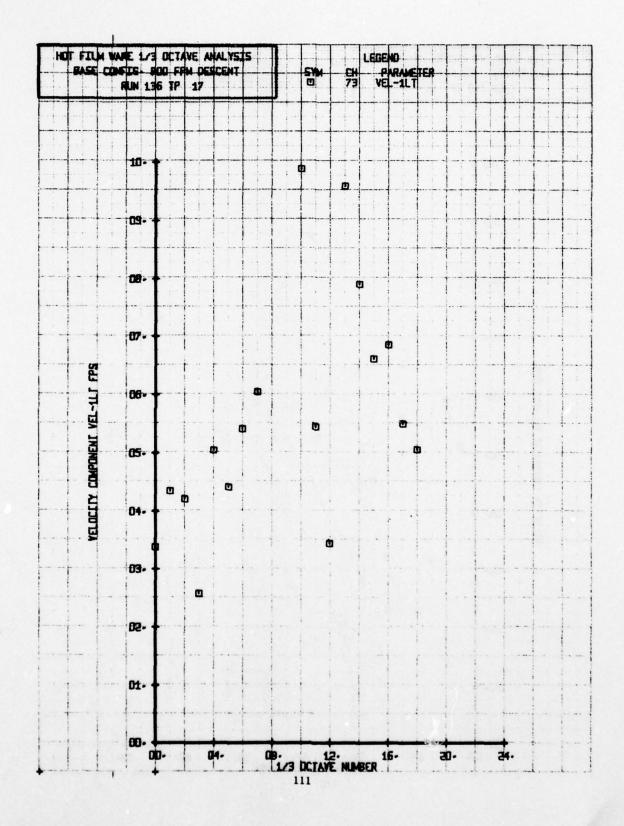


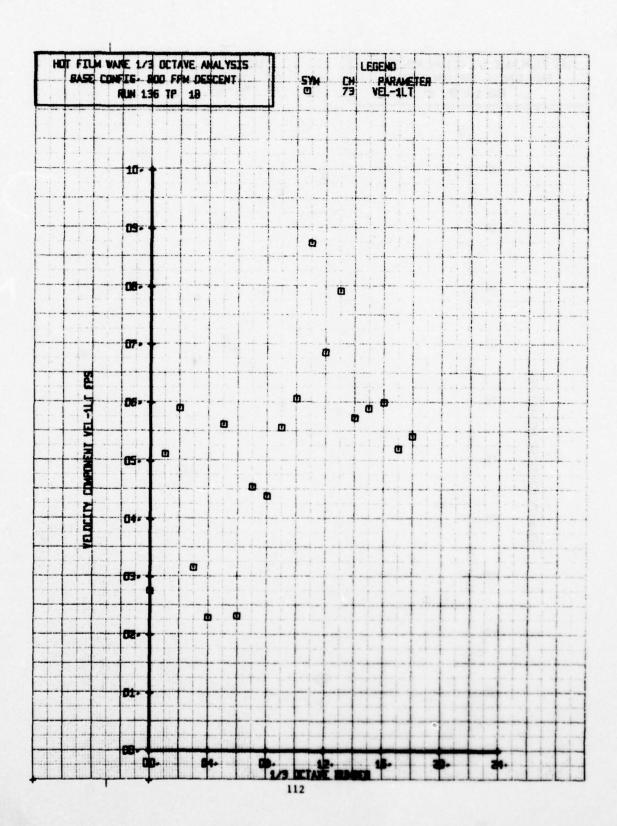


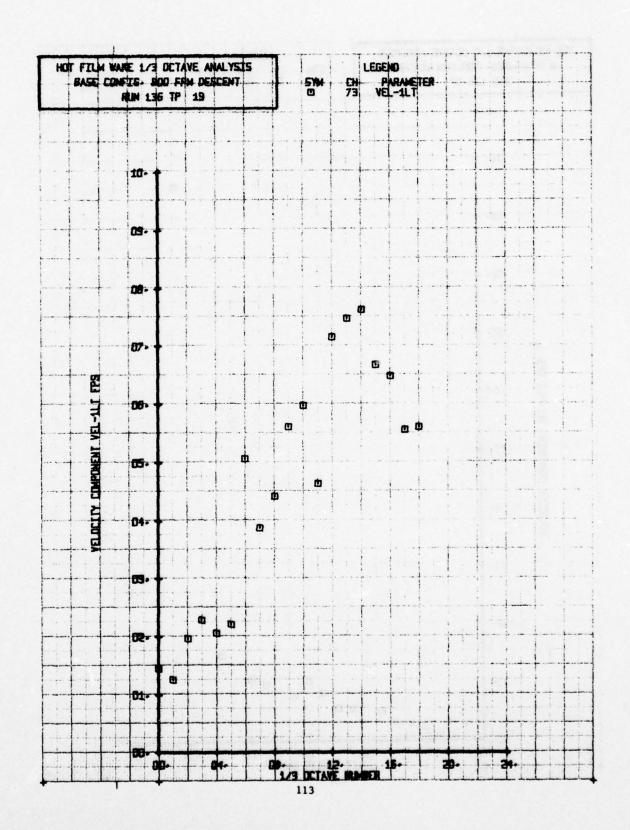


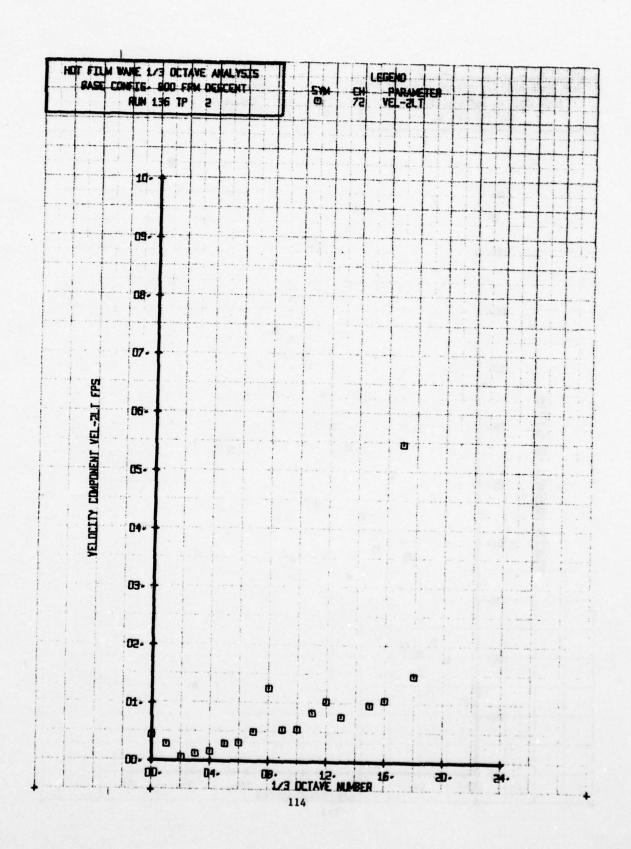


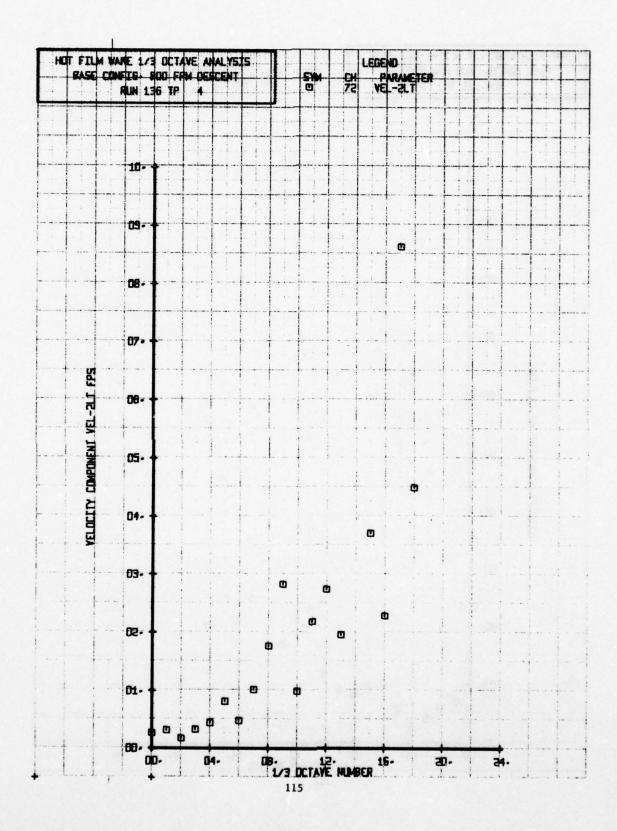


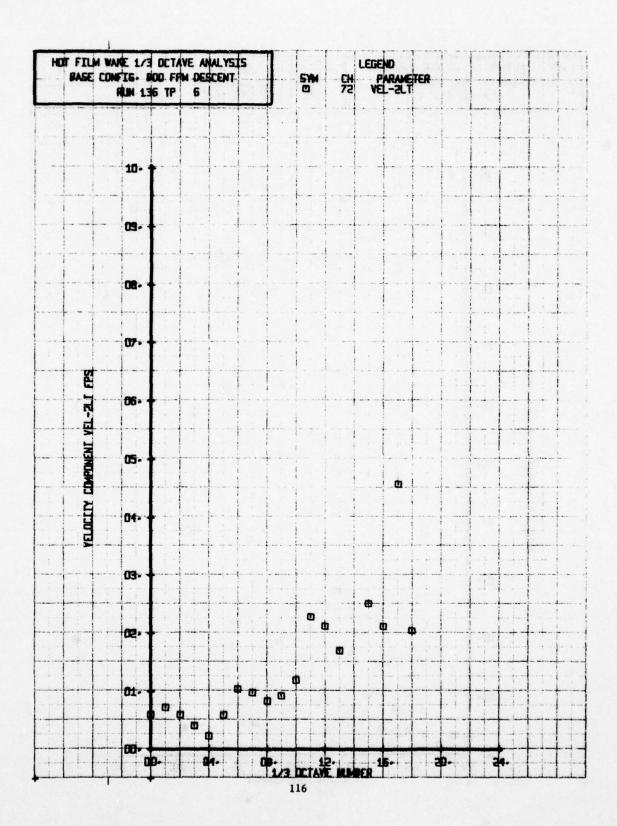


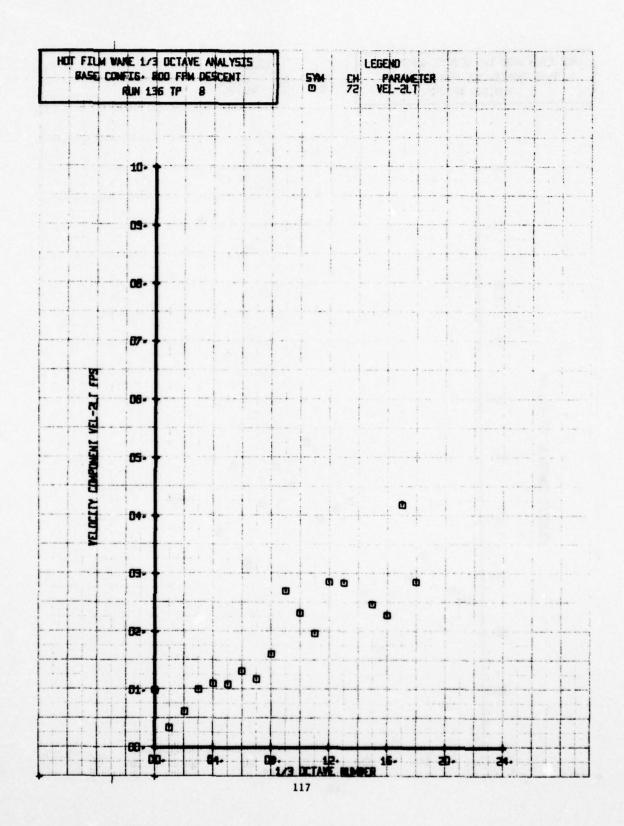


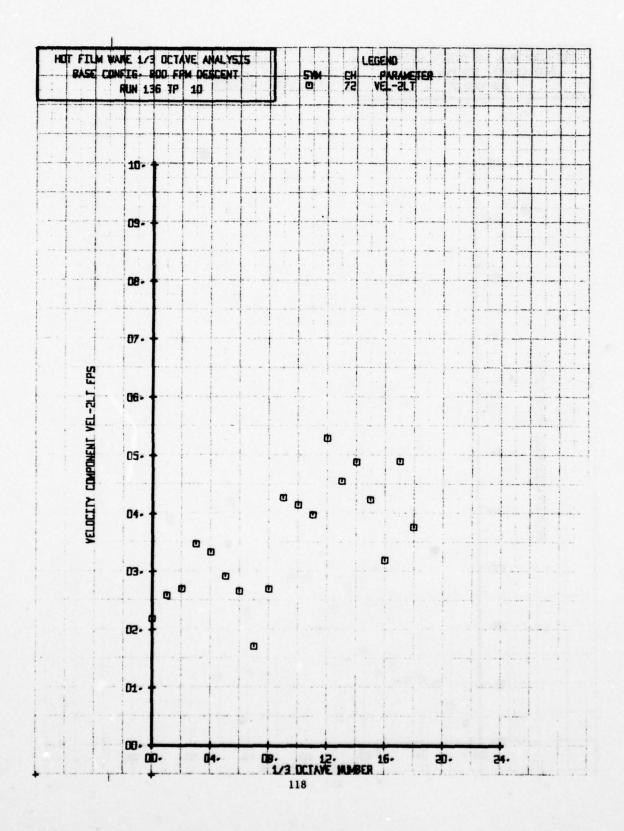


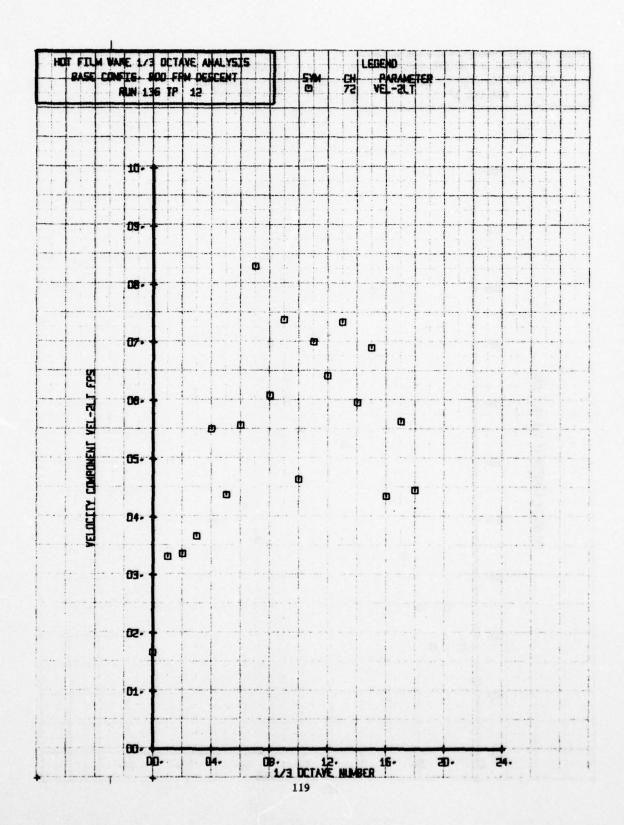


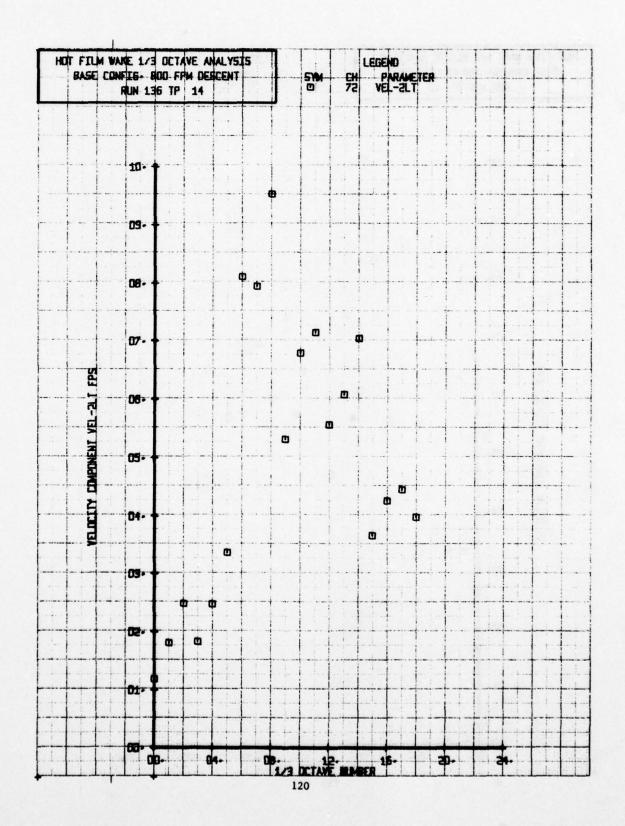


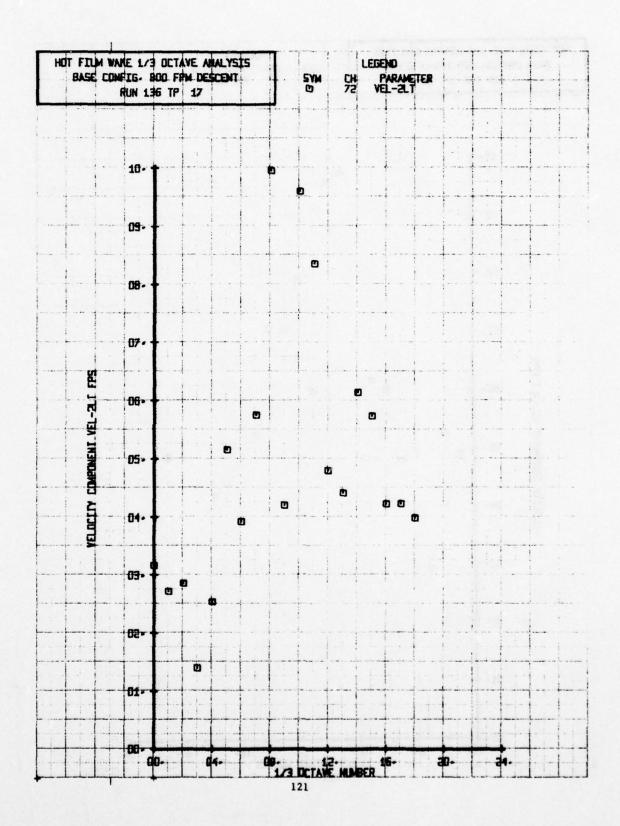


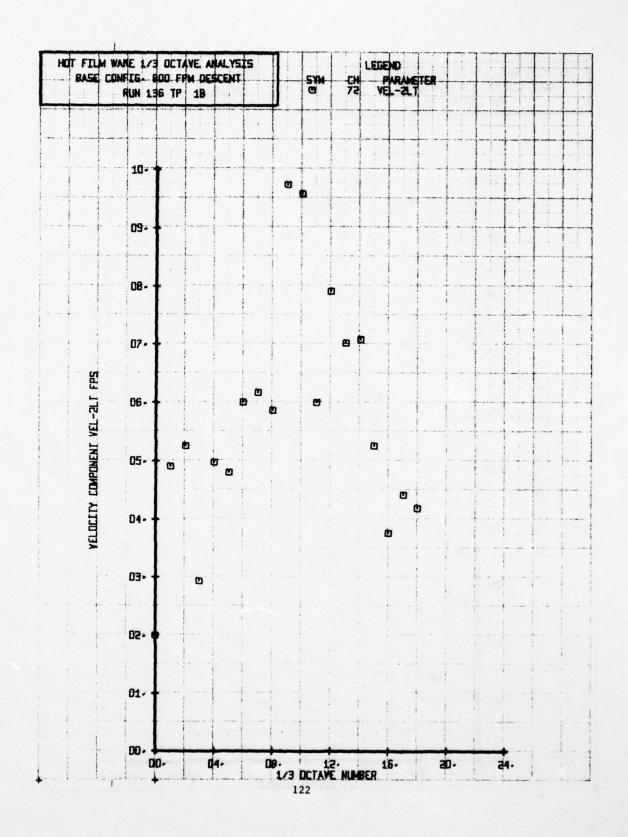


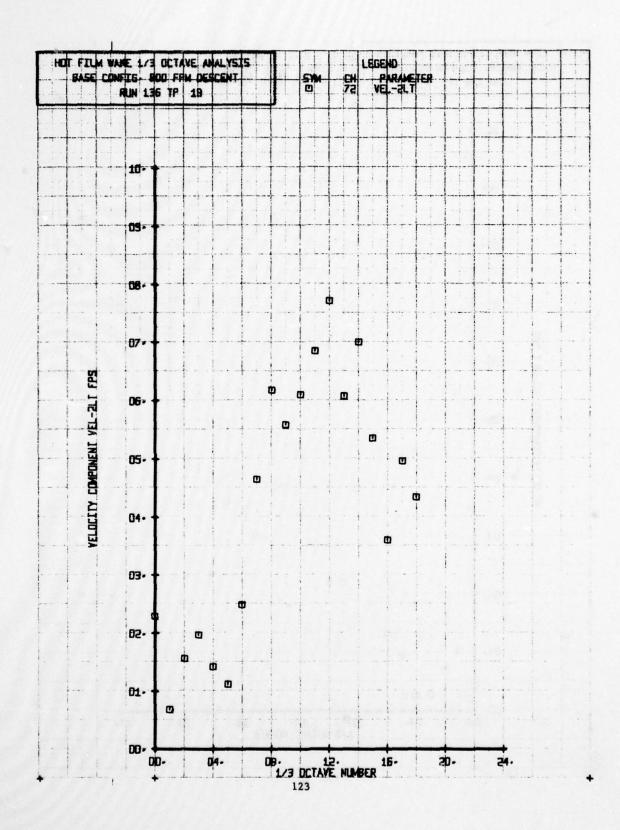


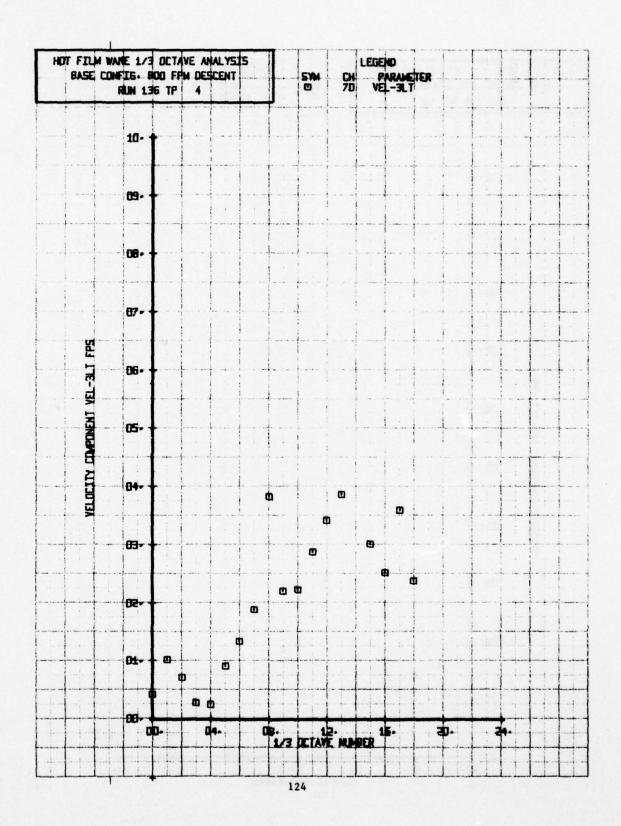


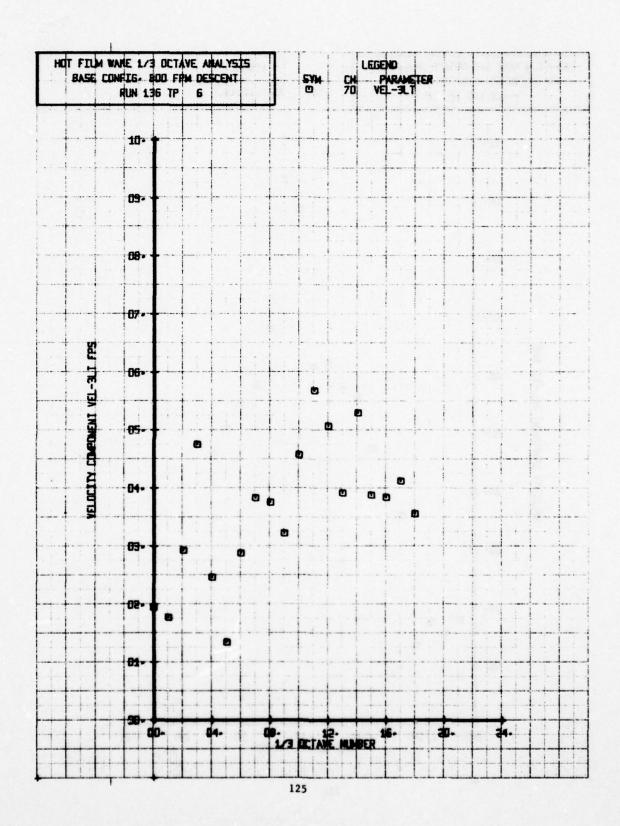


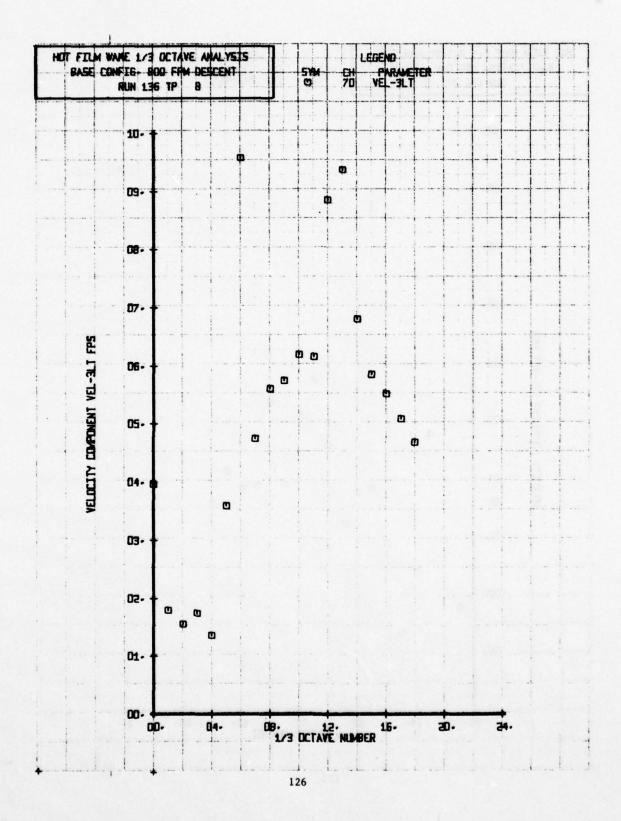


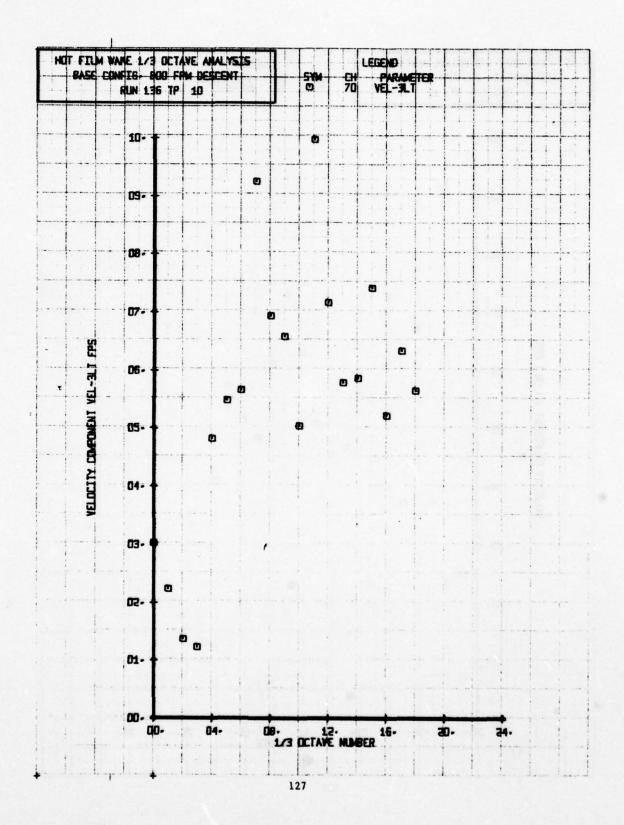


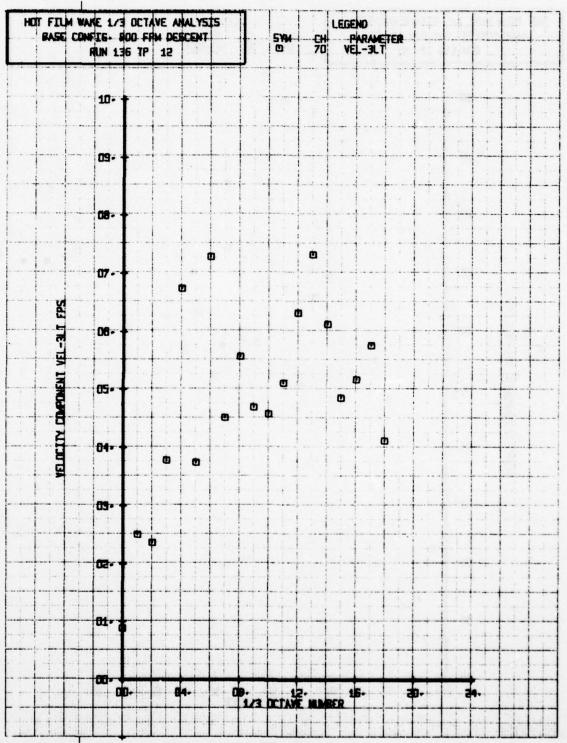


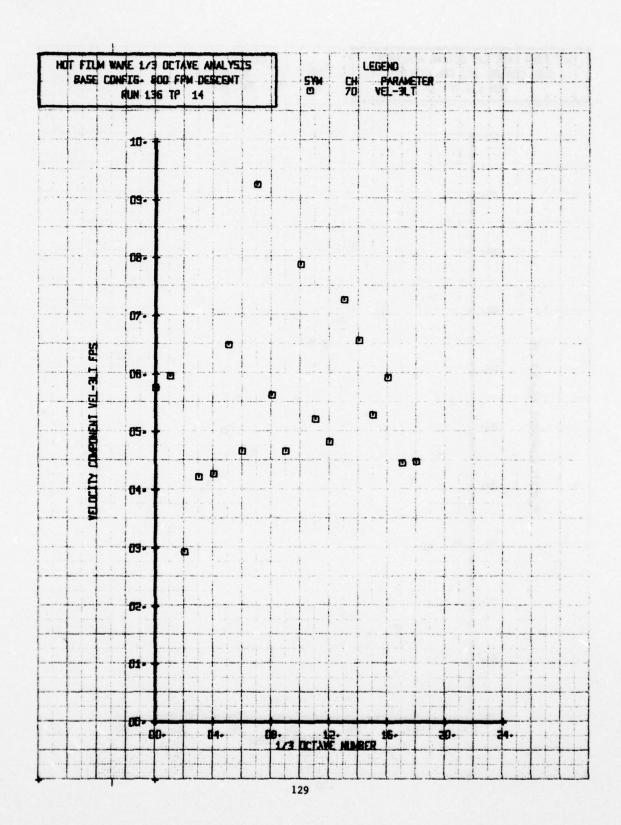


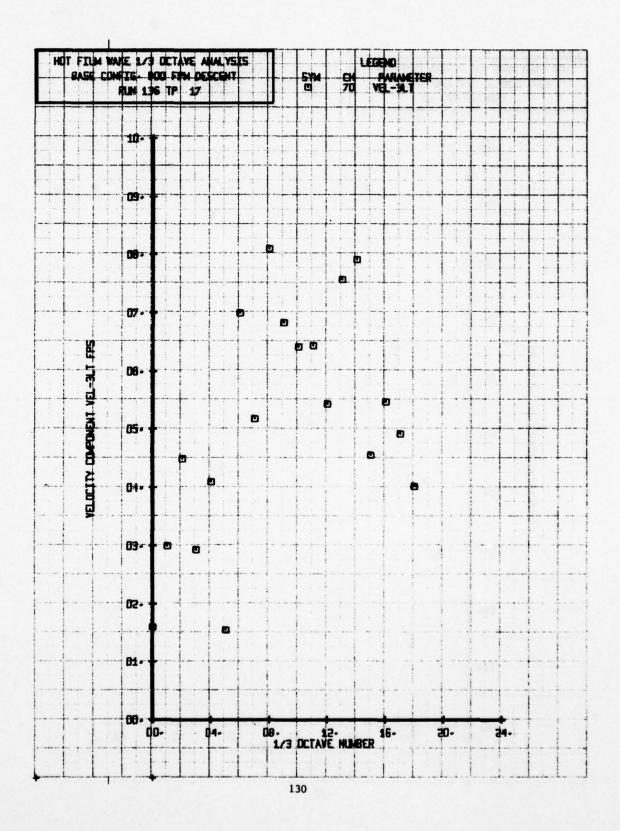


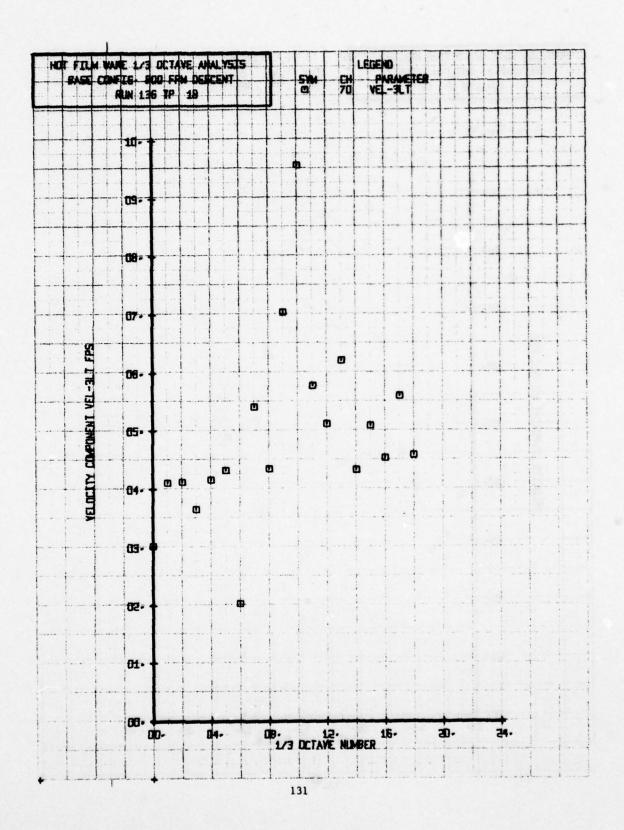


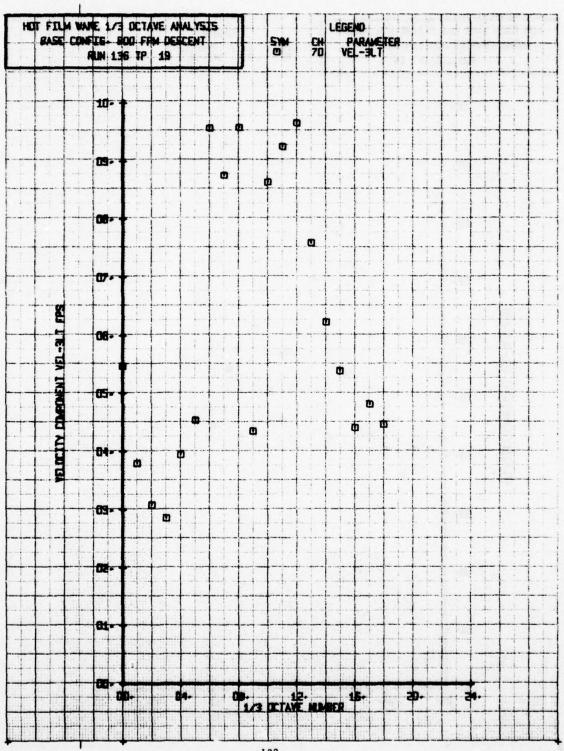


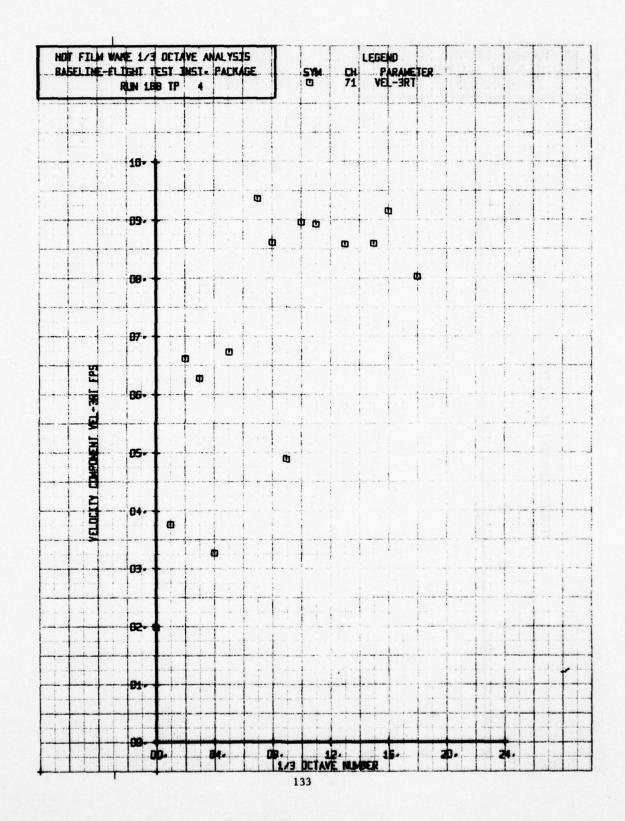


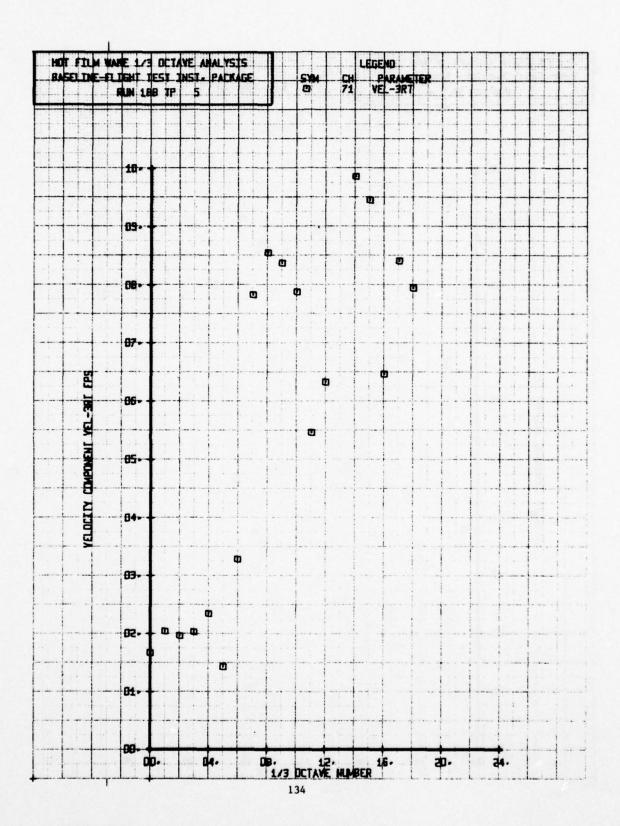


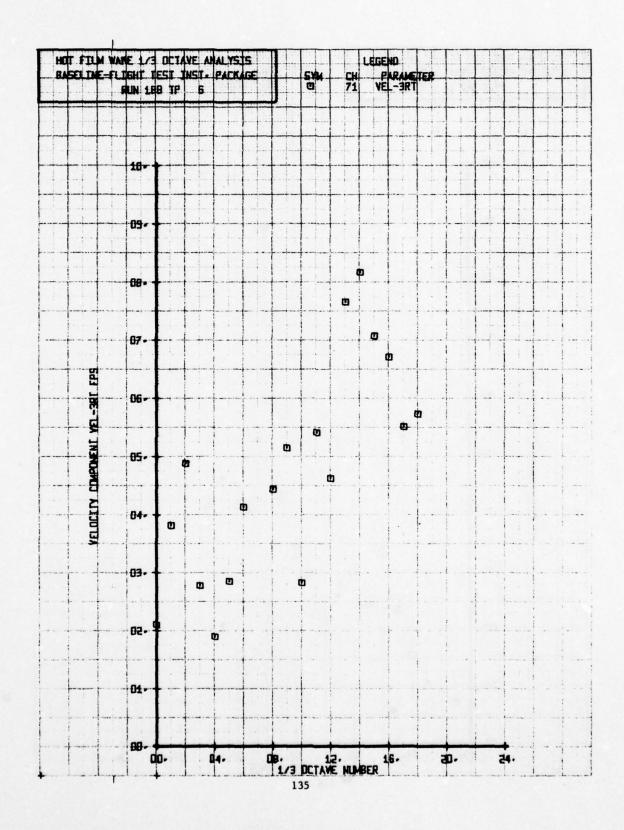


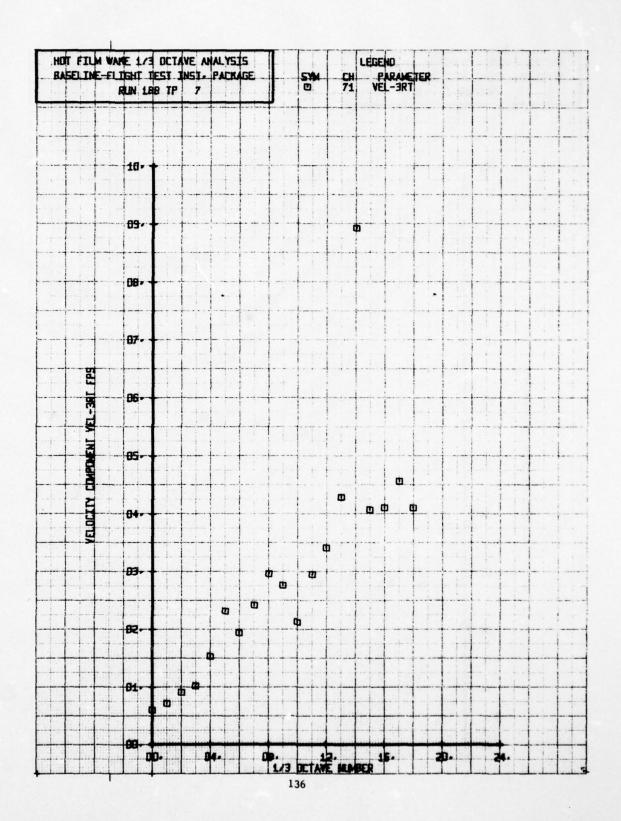


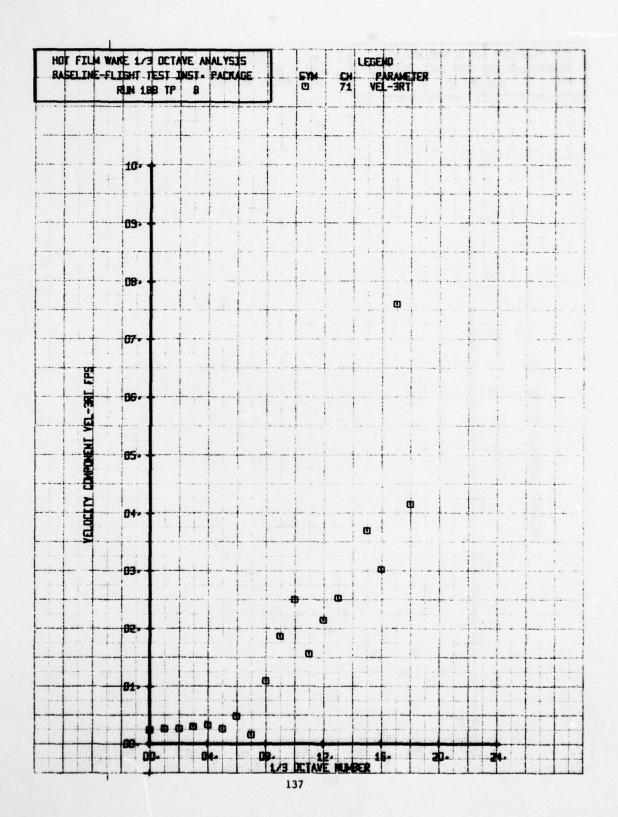


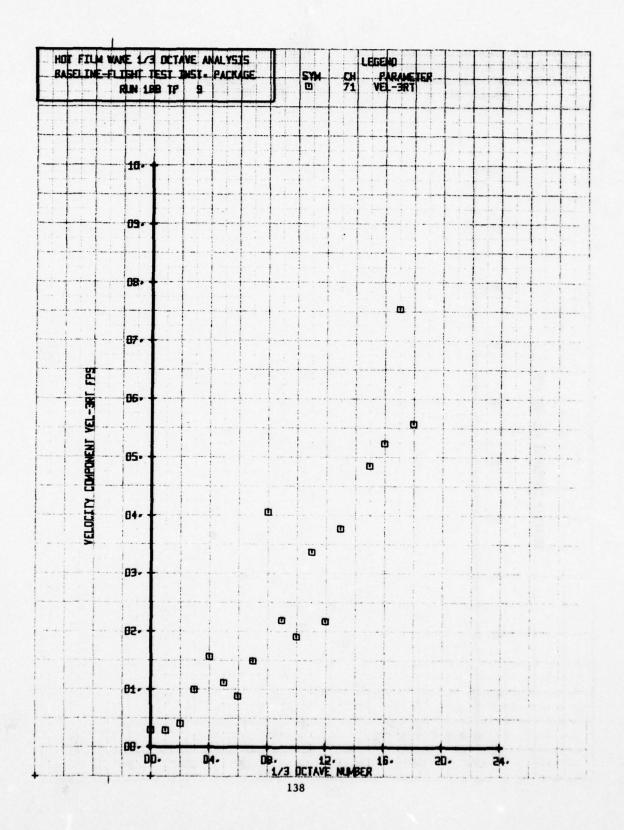


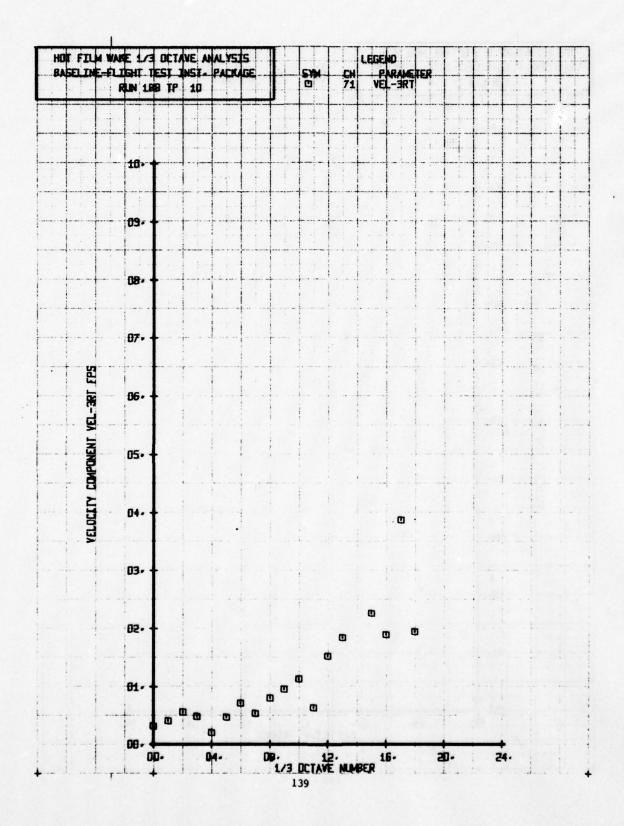


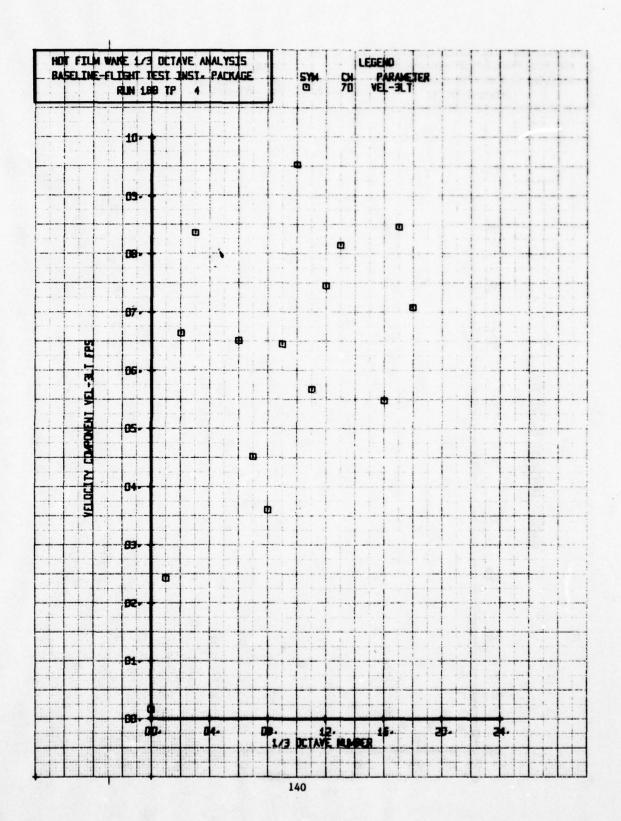


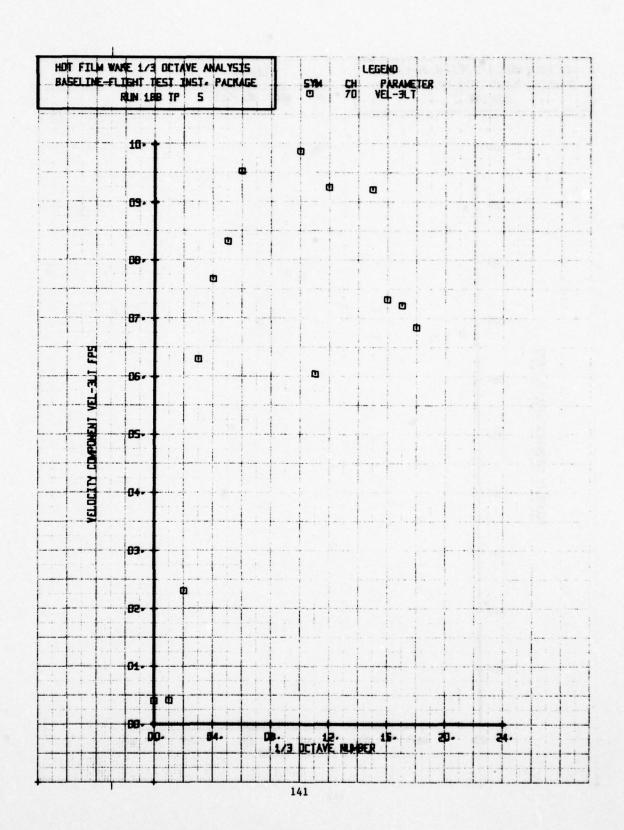


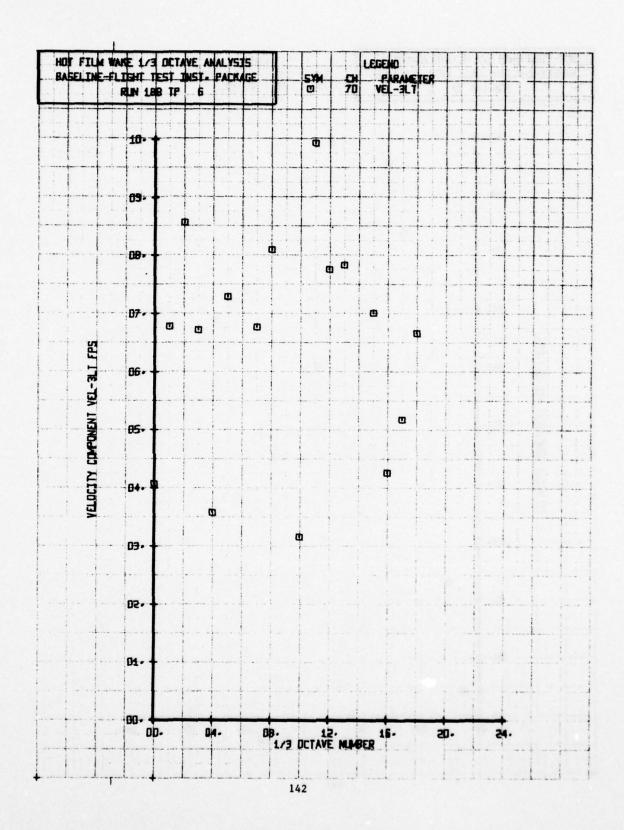


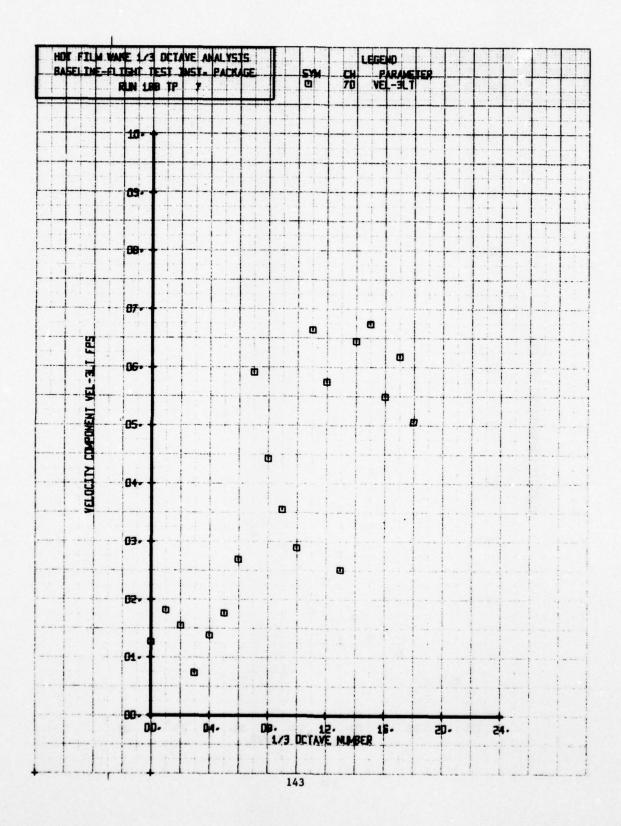


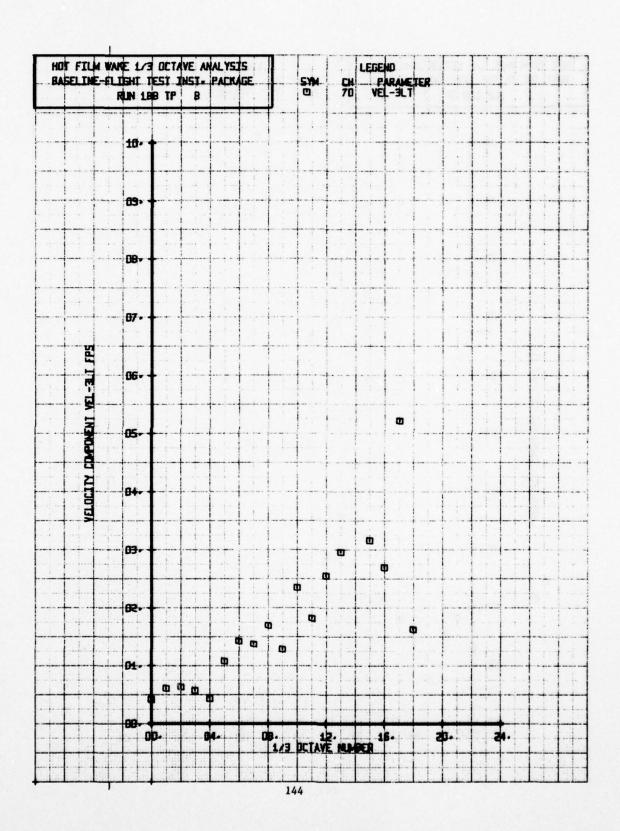


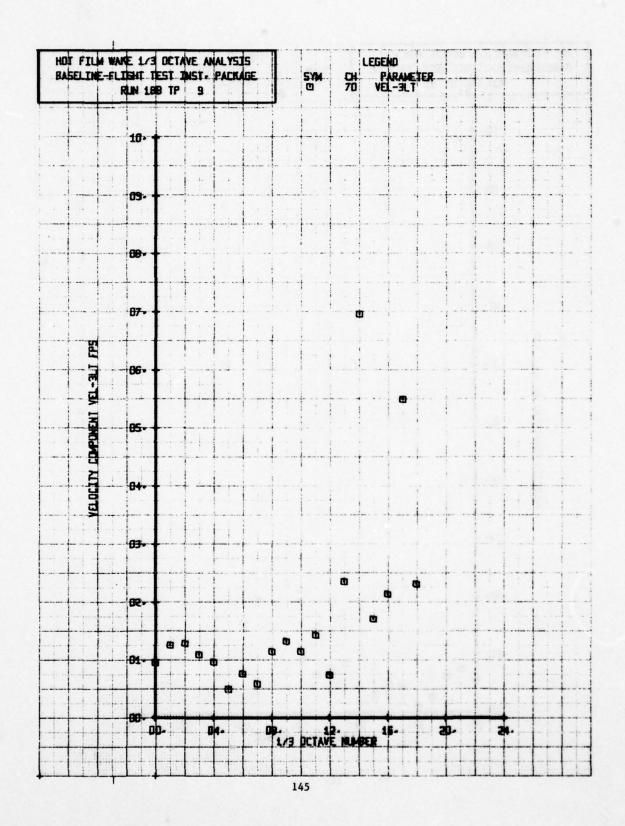


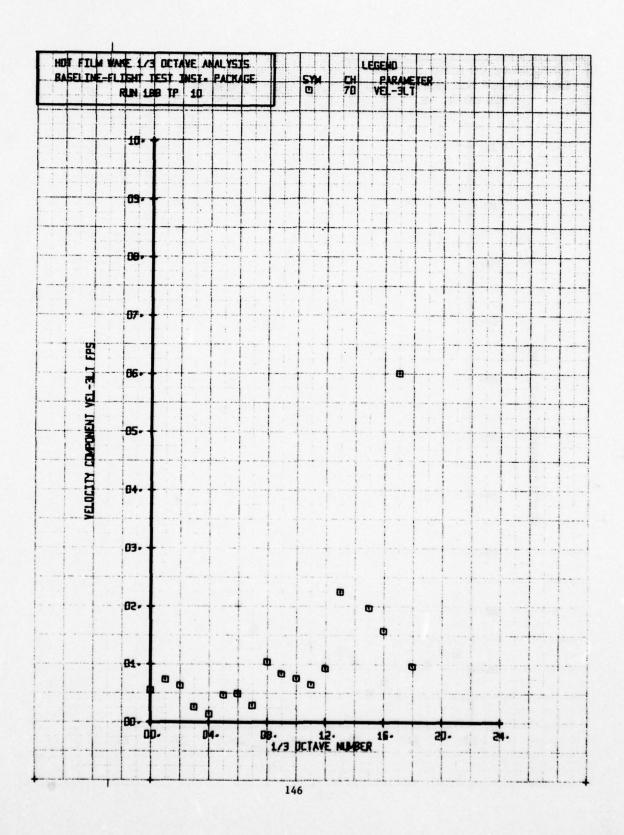


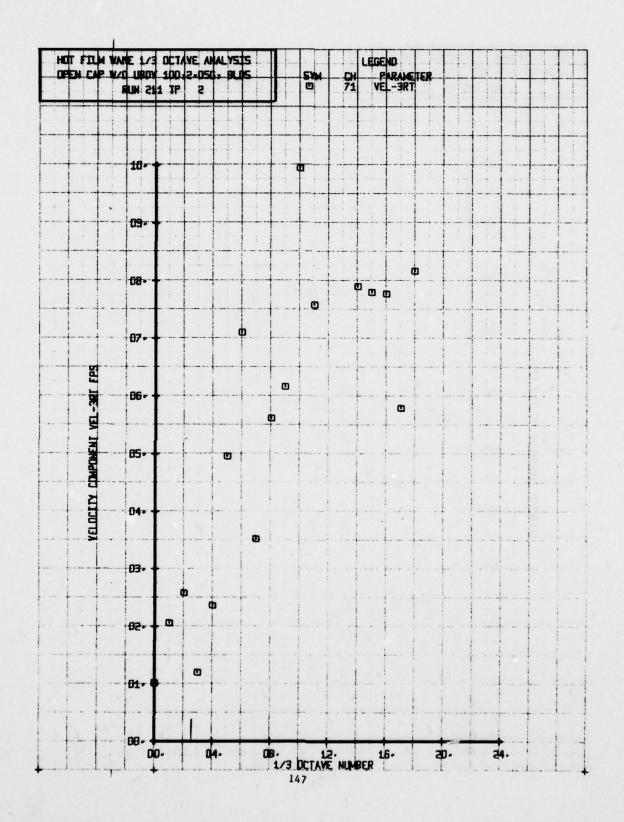


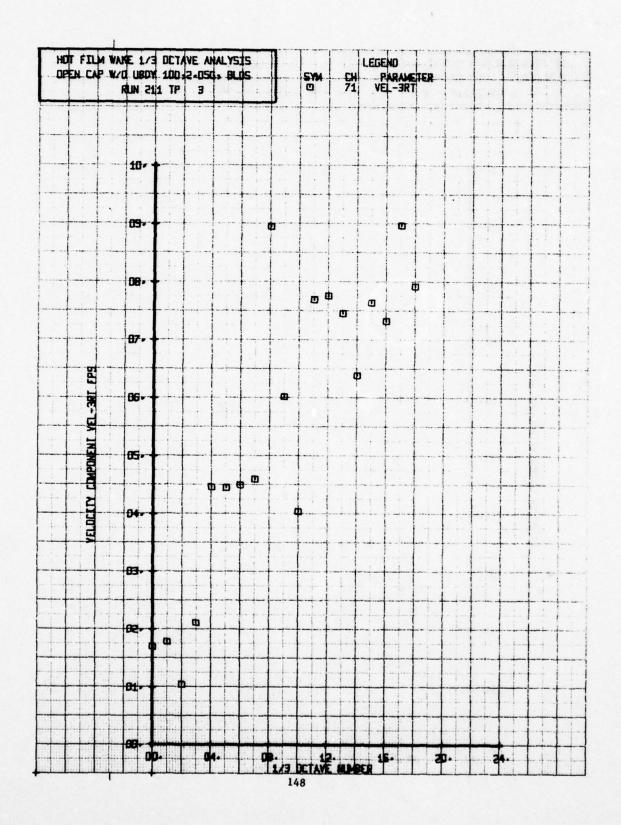


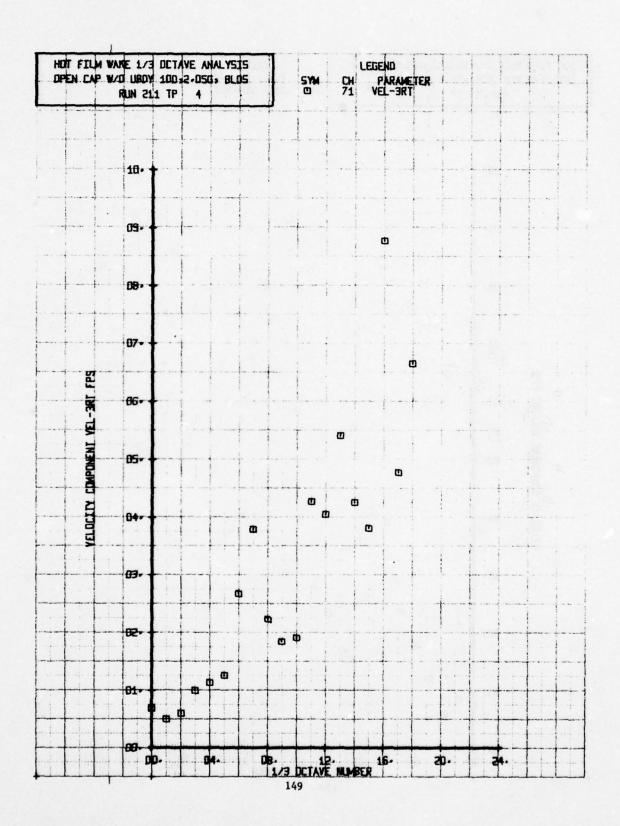


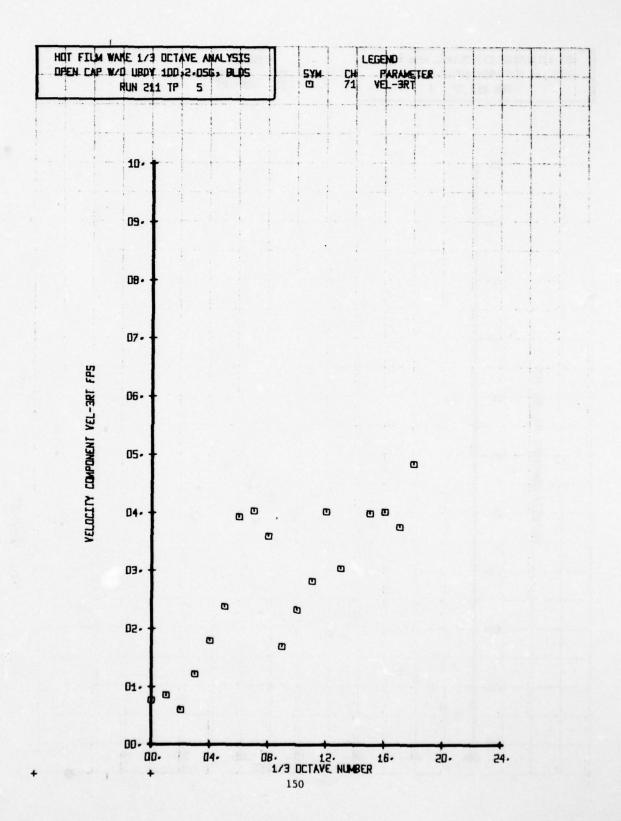


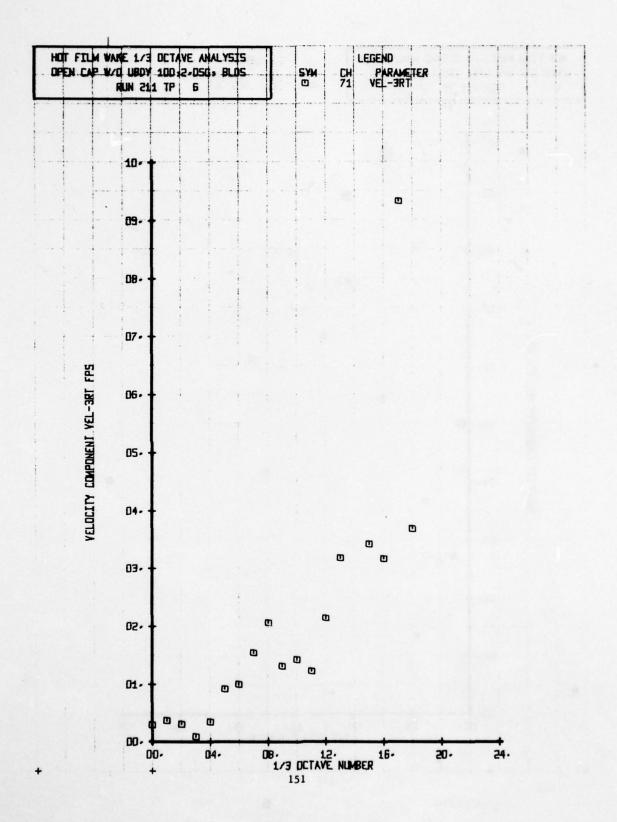


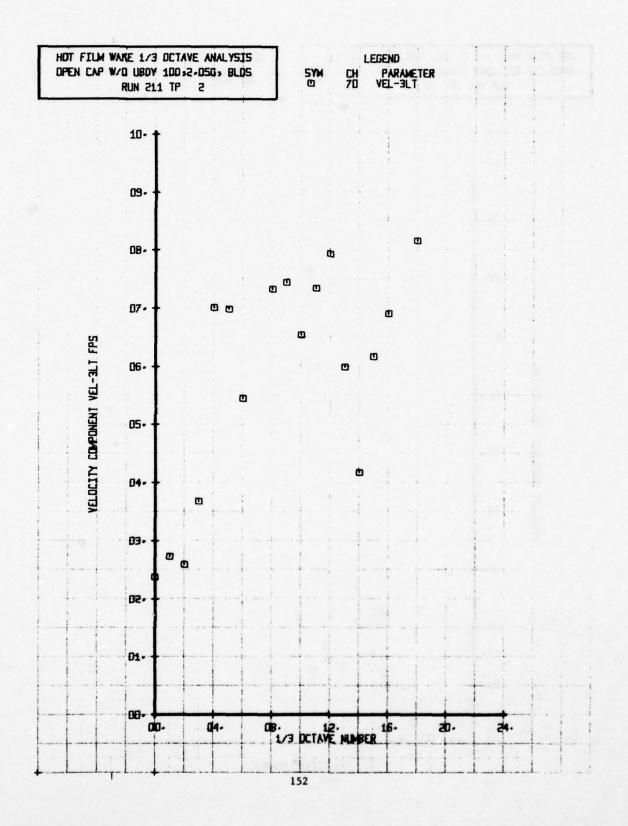


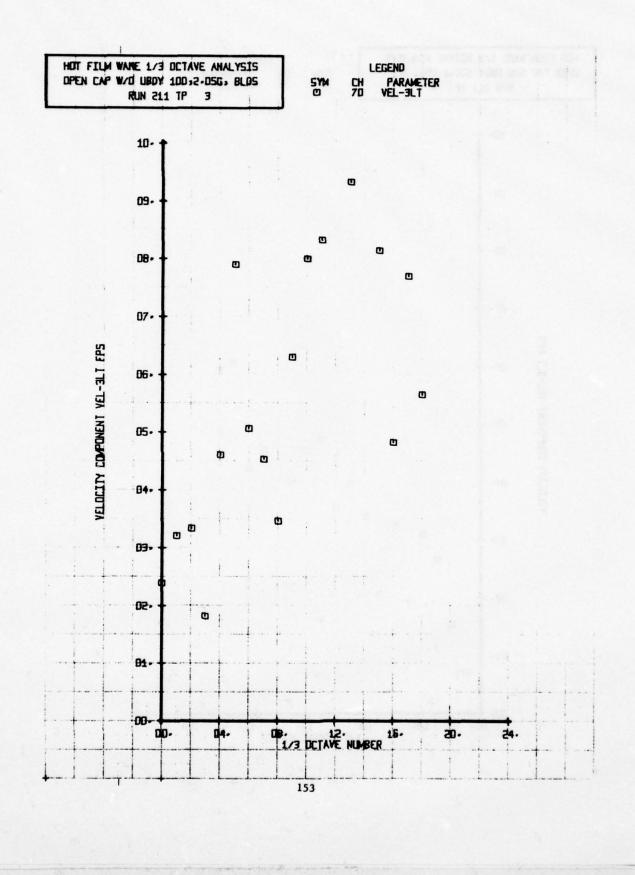


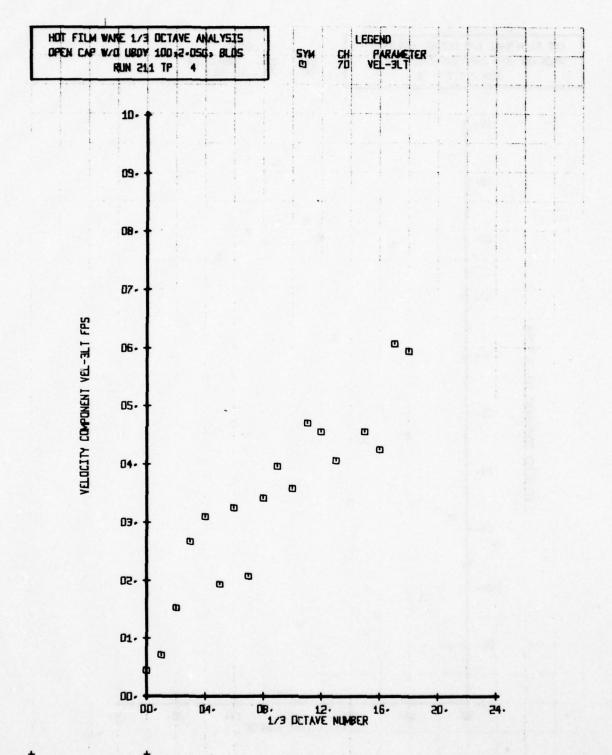


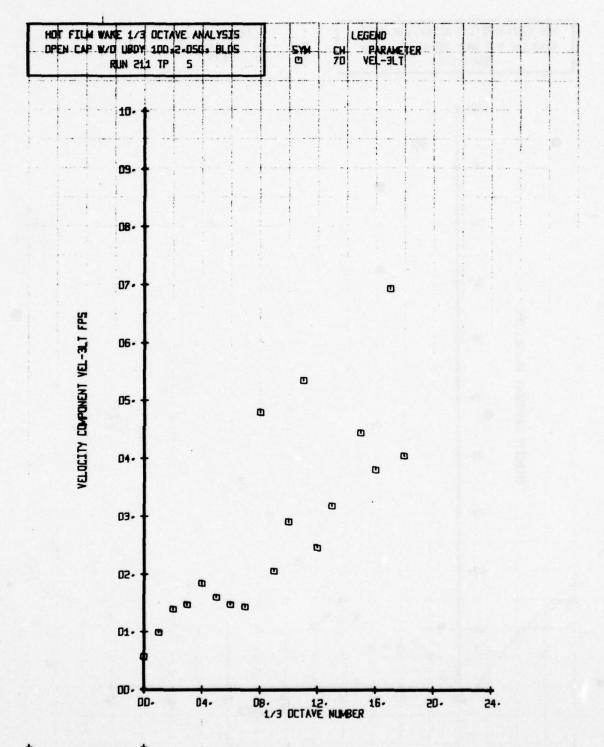


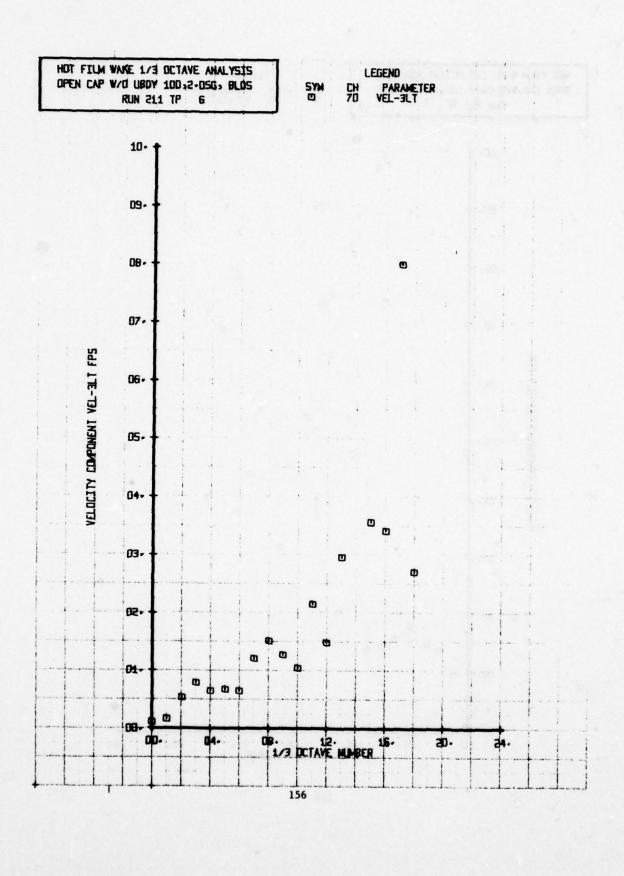










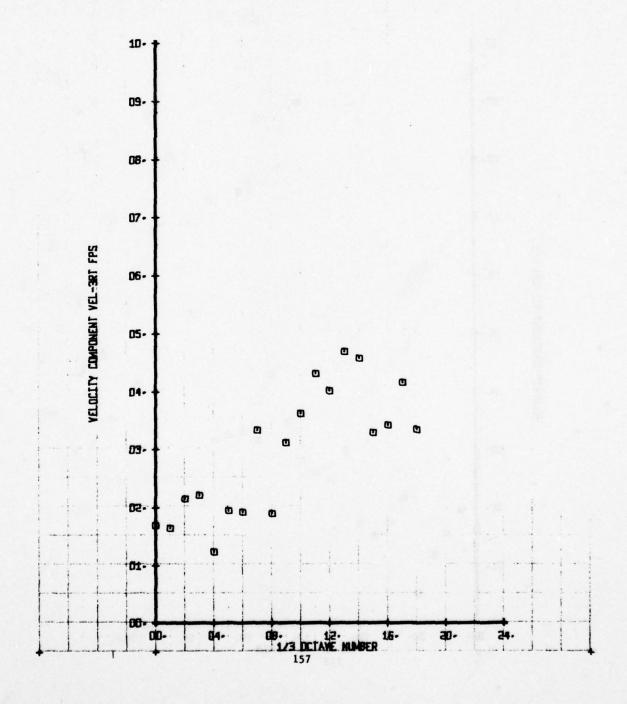


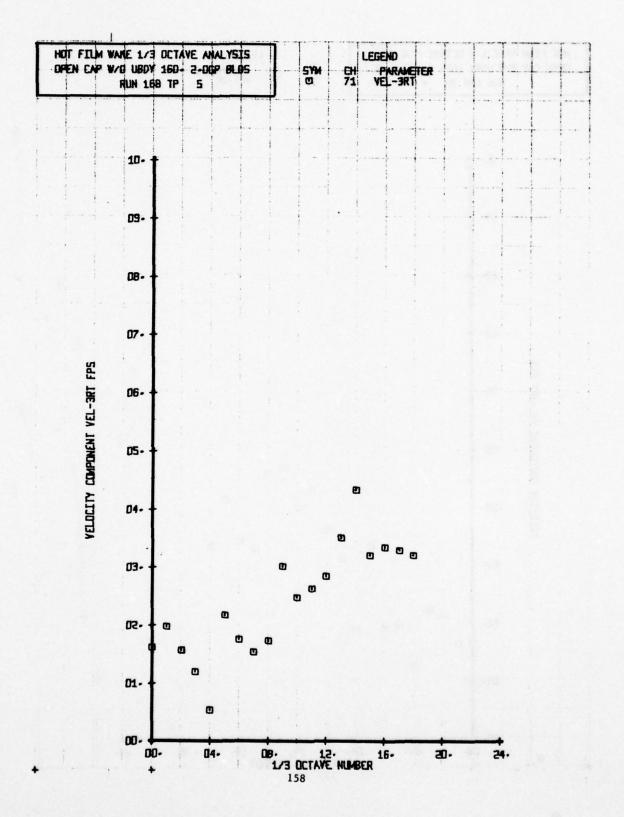
HOT FILM WAKE 1/3 OCTAVE ANALYSIS

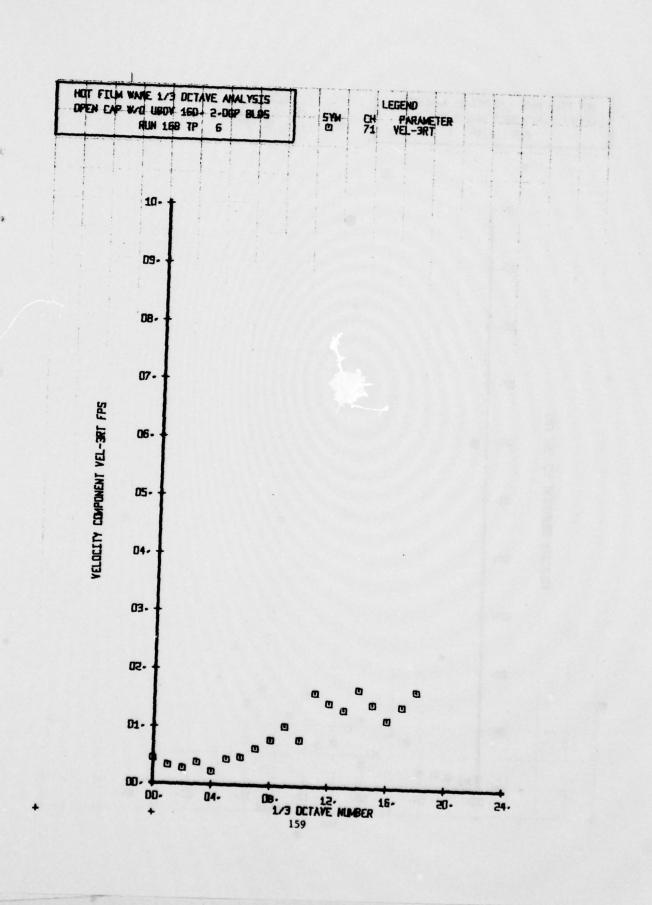
OPEN CAP W/O UBDY 160- 2-DGP BLDS

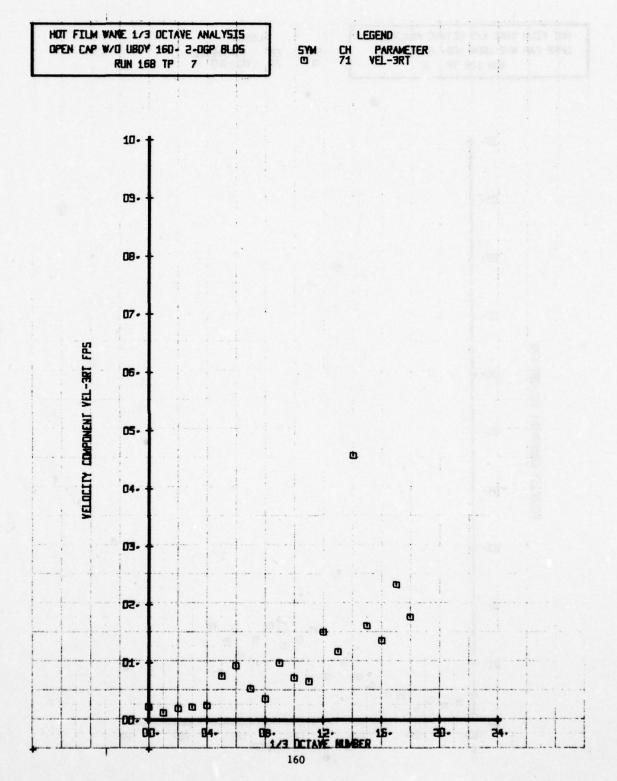
RUN 168 TP 4

LEGEND 5YM CH PARAMETER 12 71 VEL-3RT



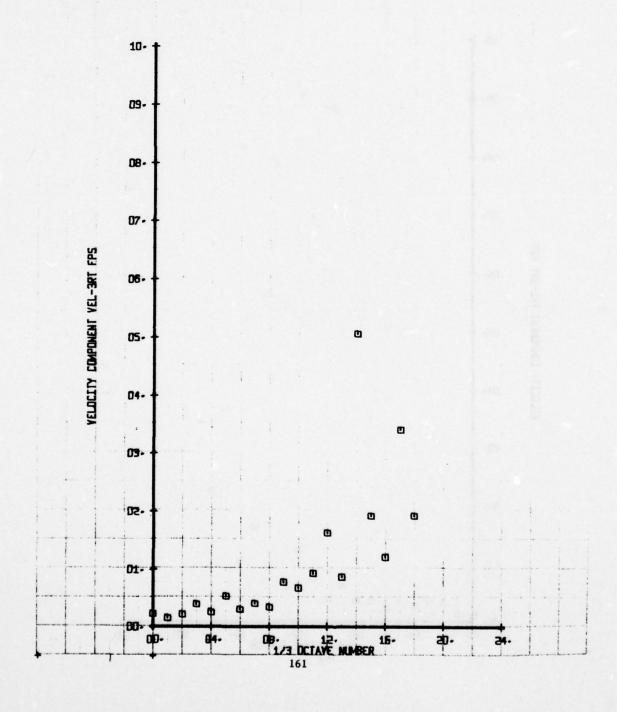


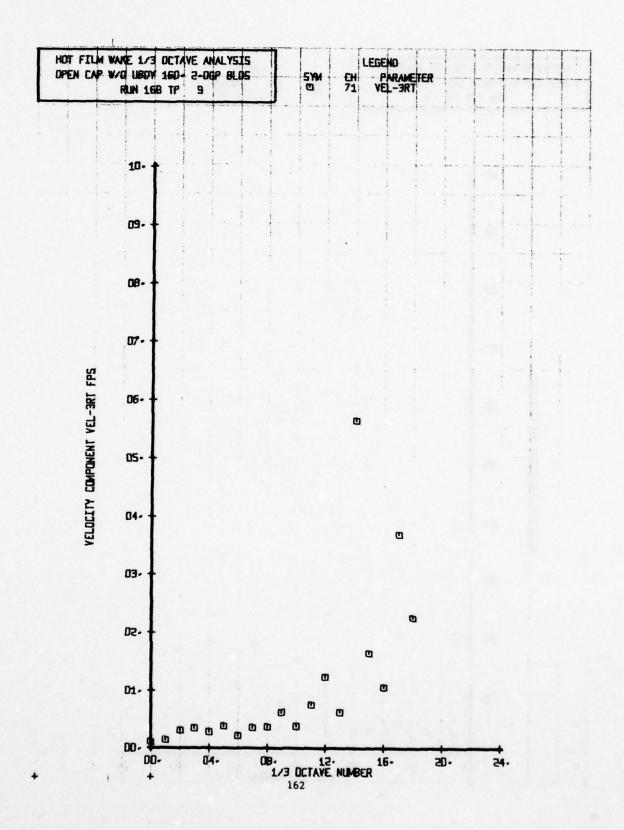


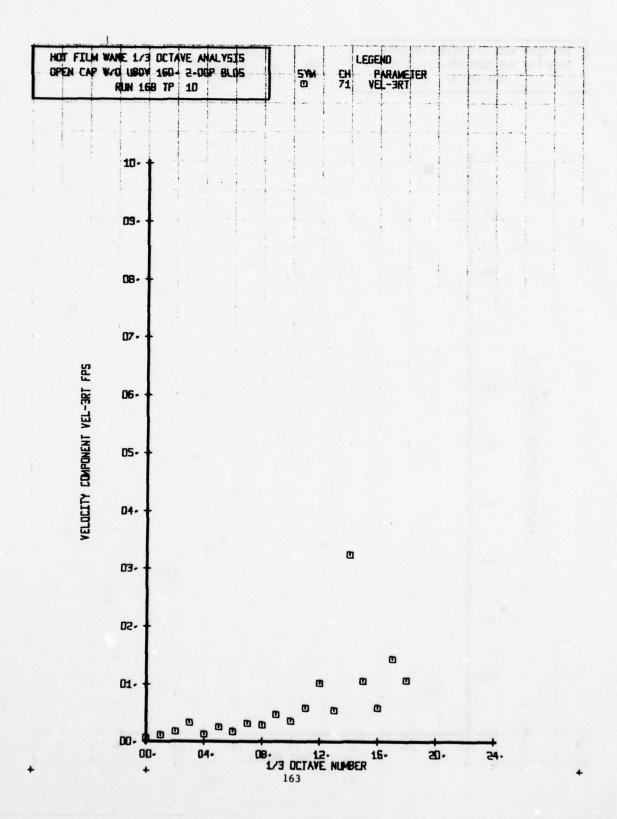


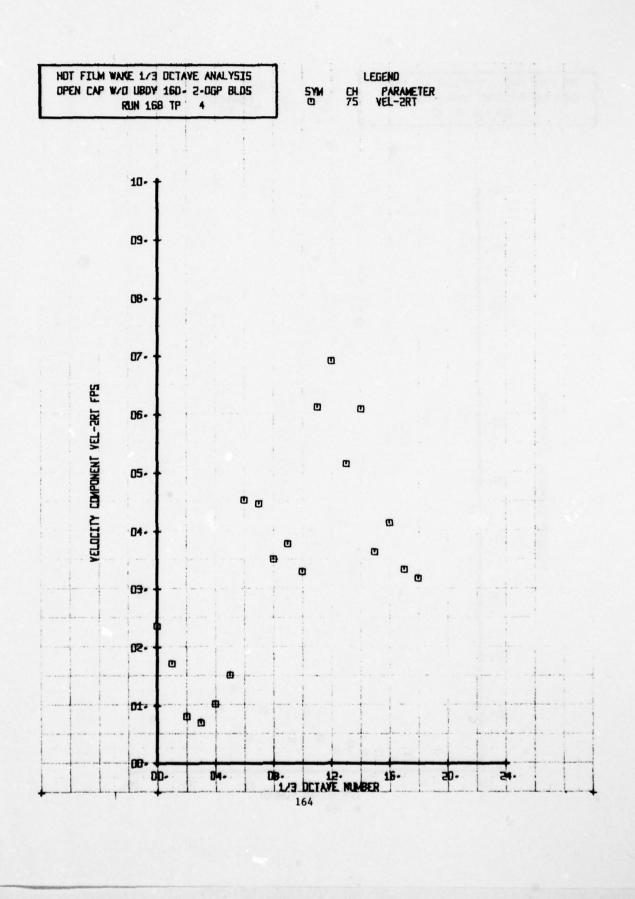
HOT FILM WAVE 1/3 OCTAVE ANALYSIS
DPEN CAP W/O UBDY 16D- 2-DGP BLDS
RUN 16B TP B

LEGEND SYM CH PARAMETER CD 71 VEL-3RT



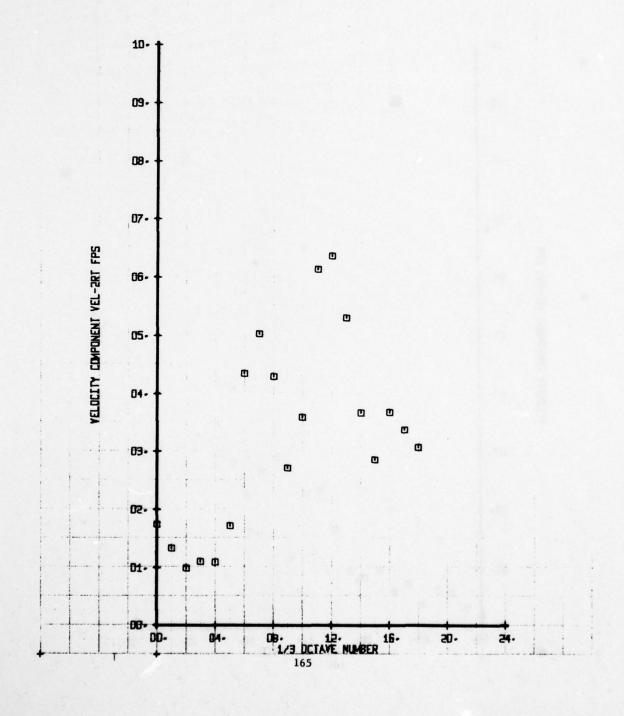


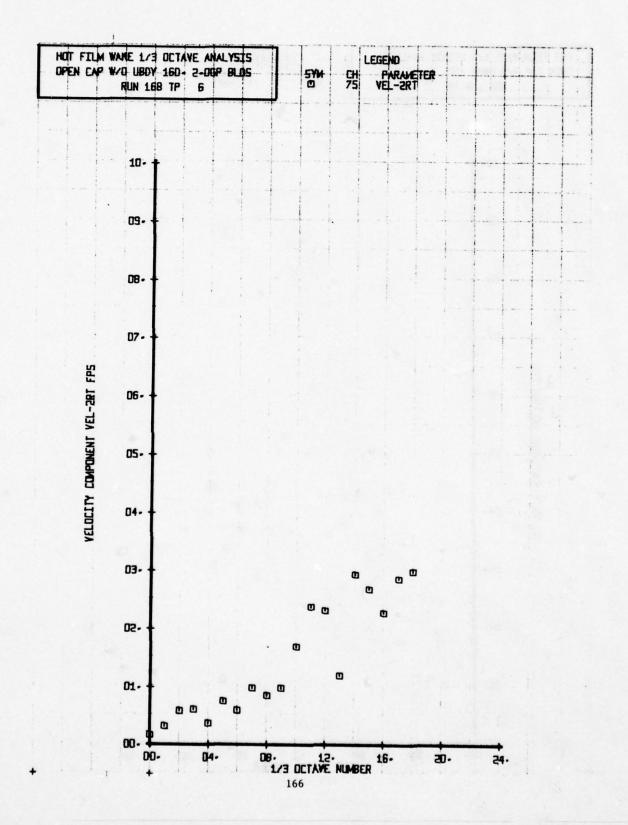


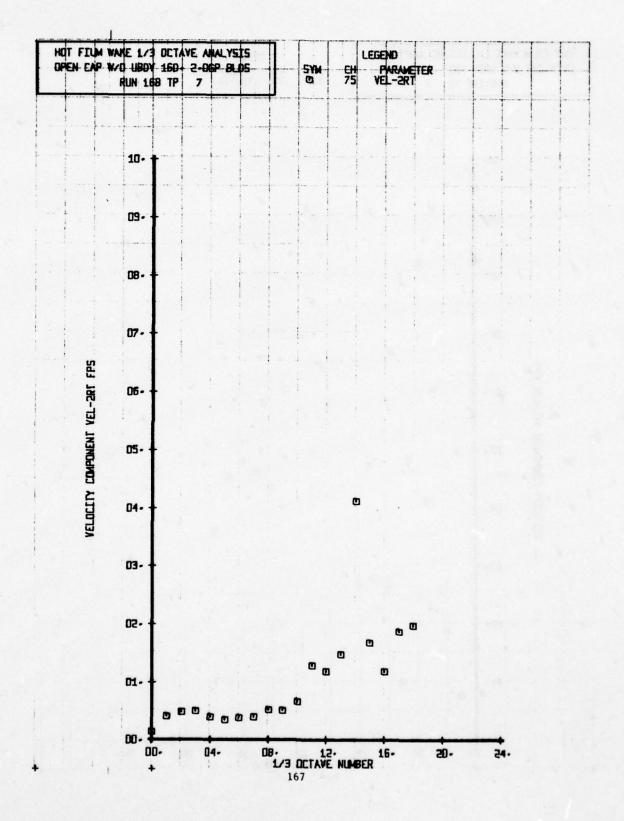


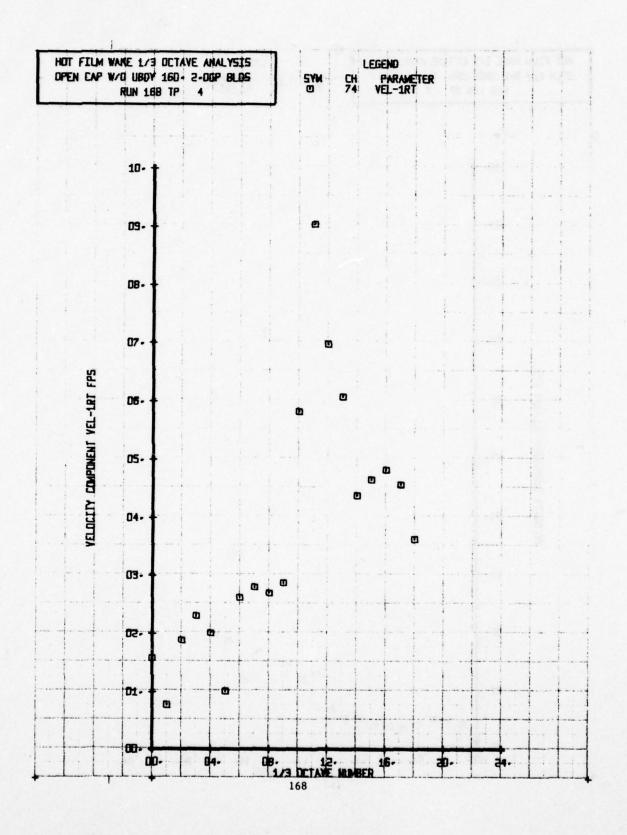
HOT FILM WAVE 1/3 OCTAVE ANALYSIS OPEN CAP W/O UBDY 160- 2-OGP BLDS RUN 168 TP 5

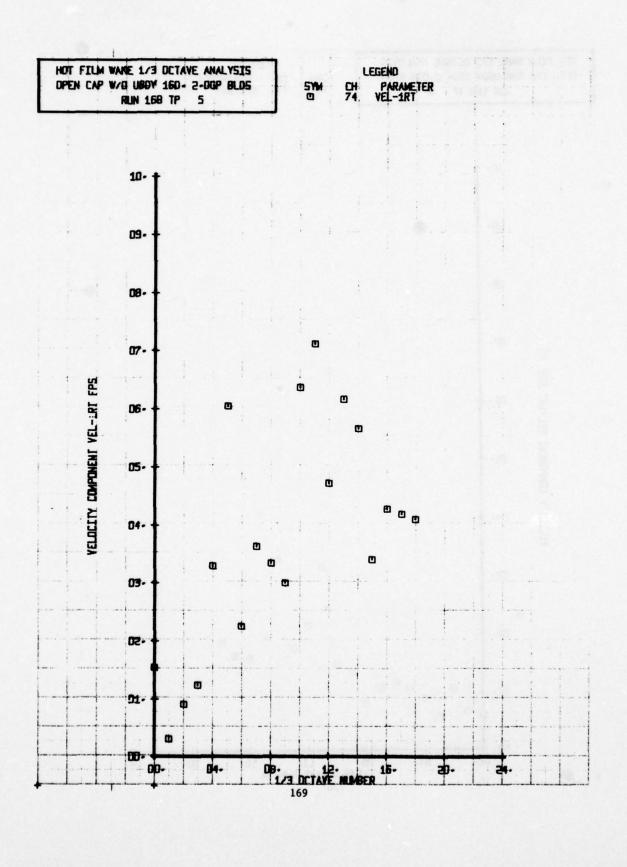
LEGEND SYM CH PARAMETER © 75 VEL-2RT

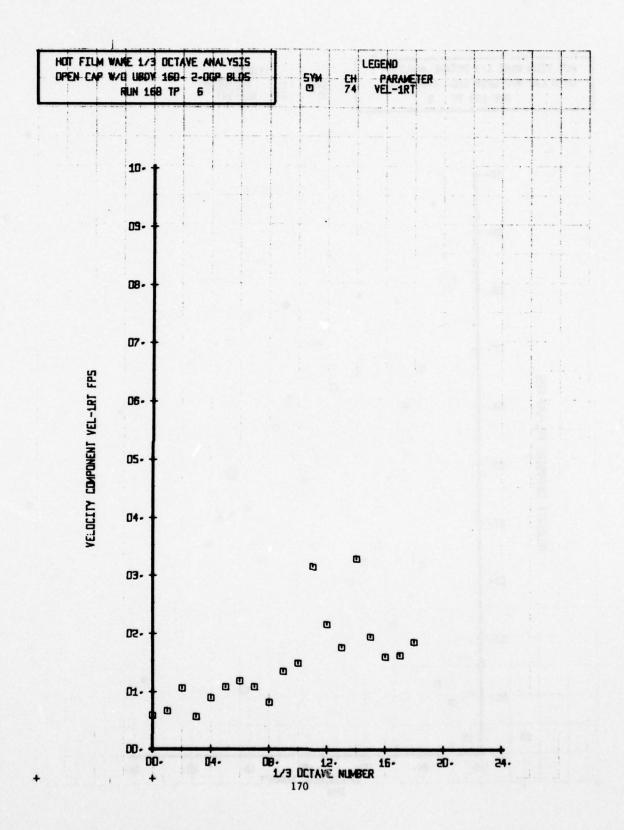


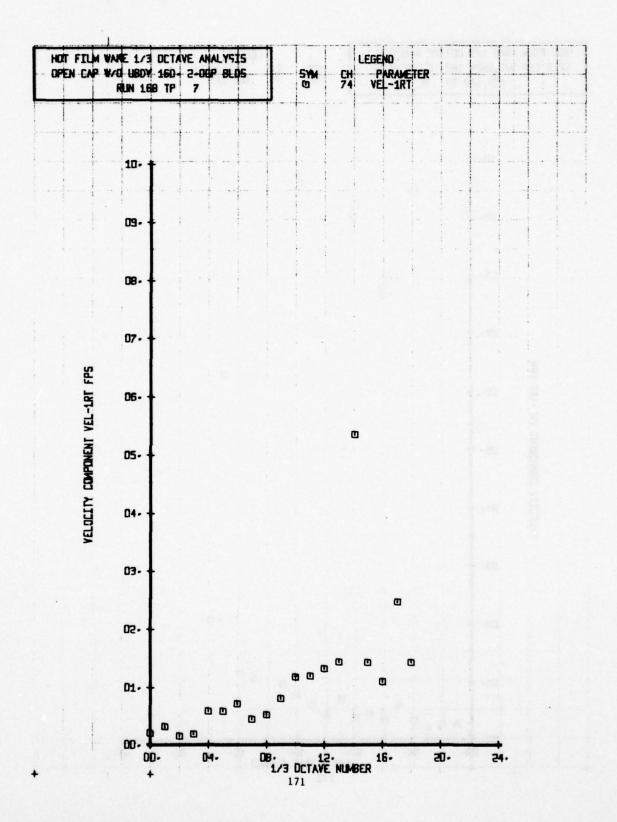


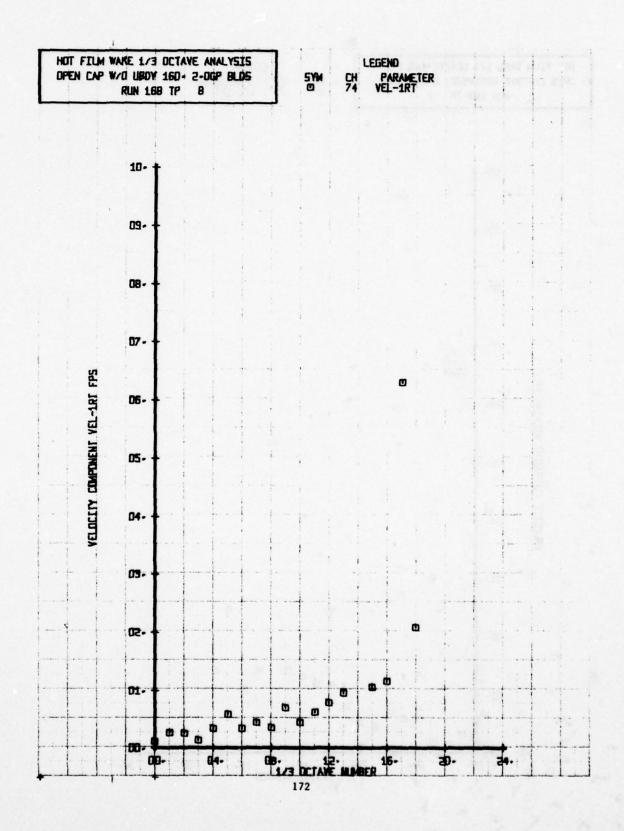


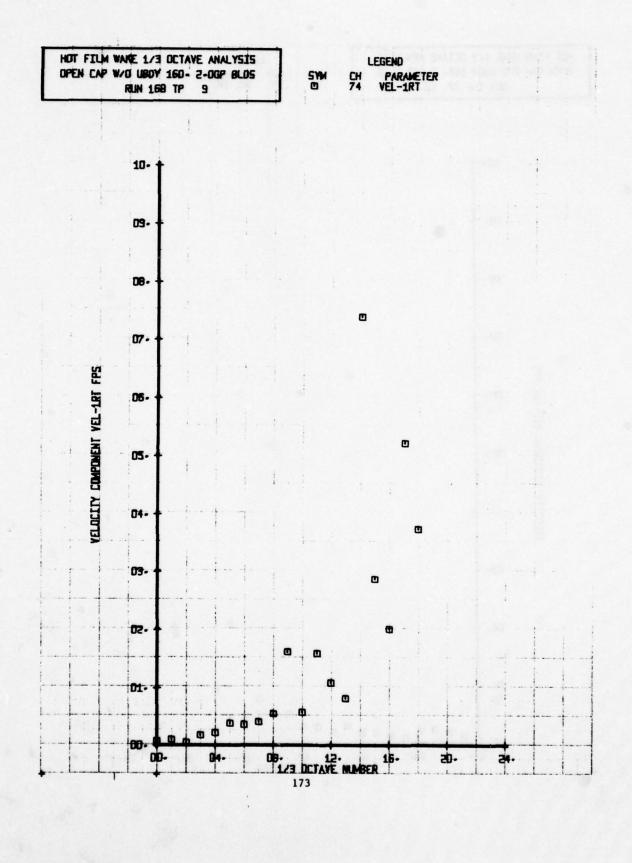


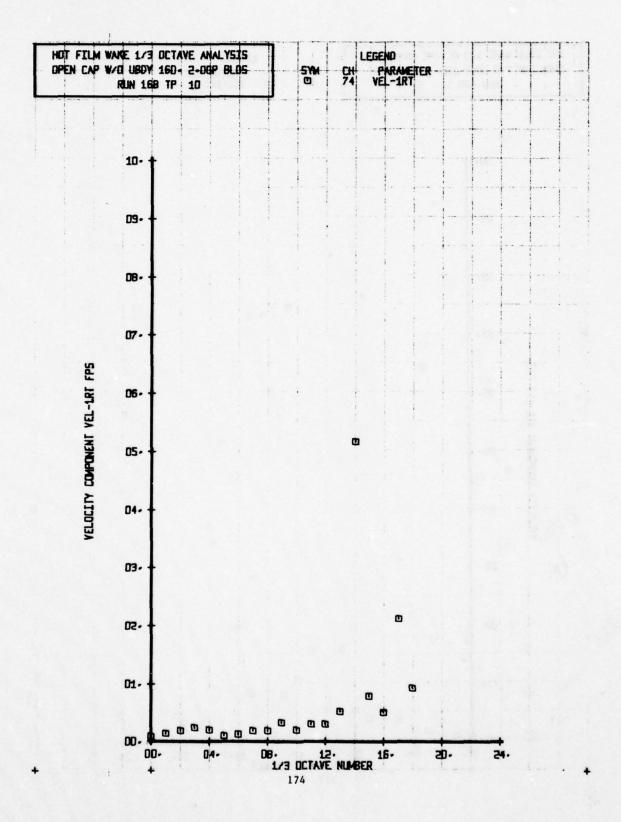


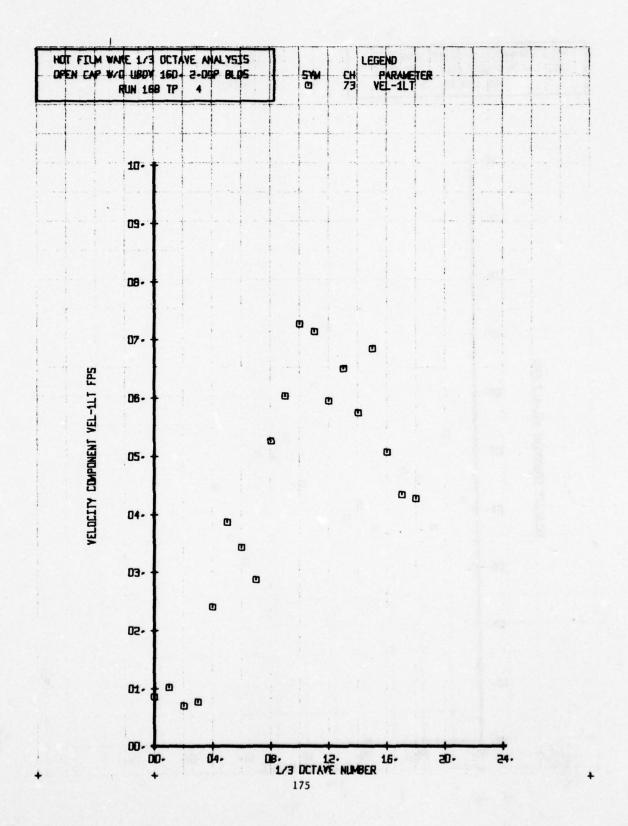


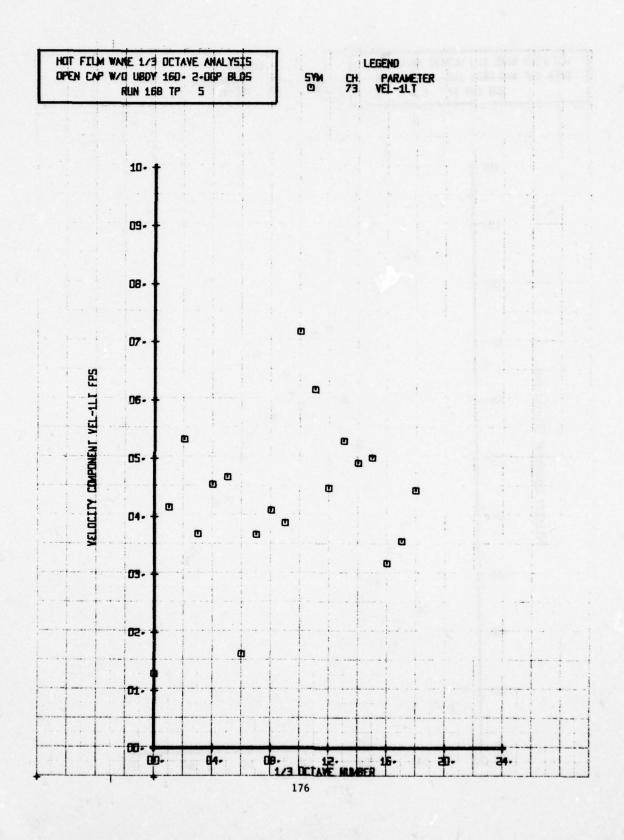


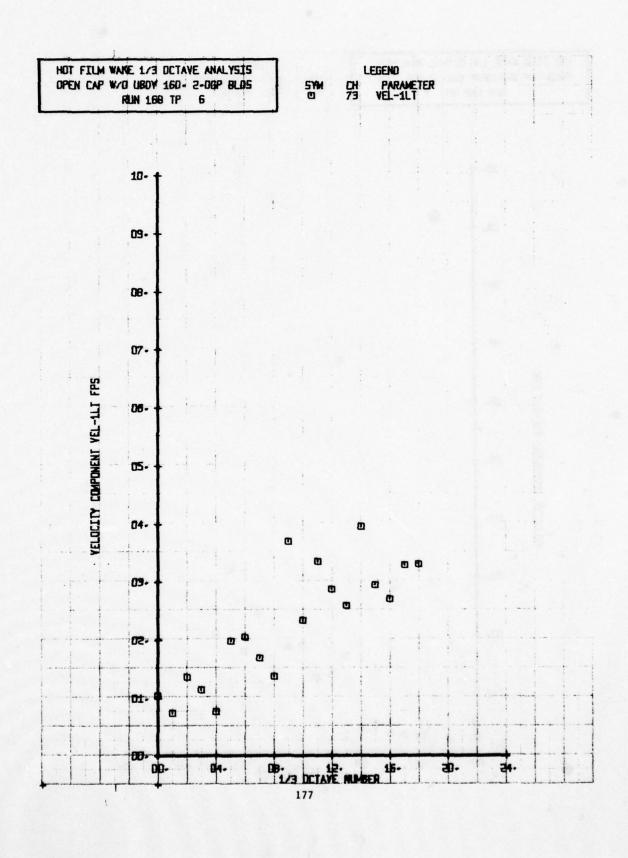


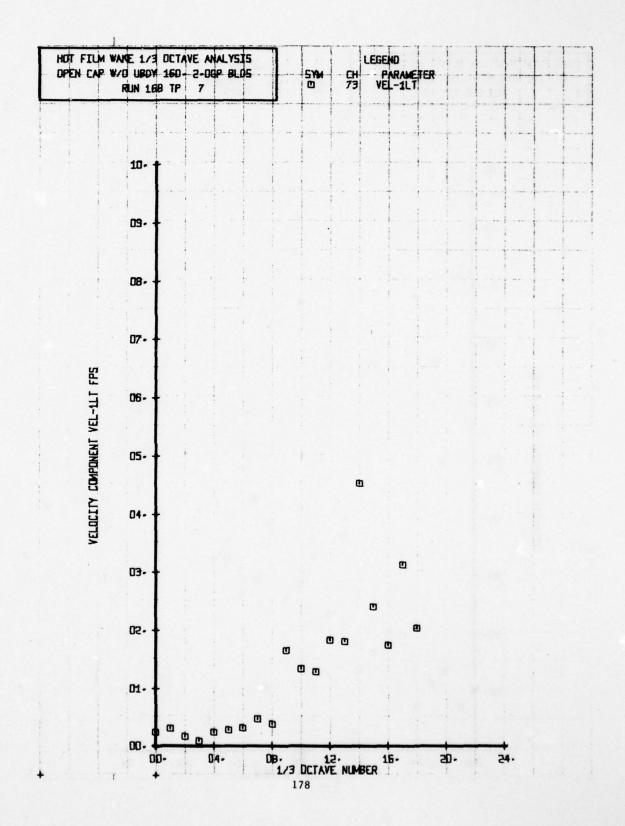


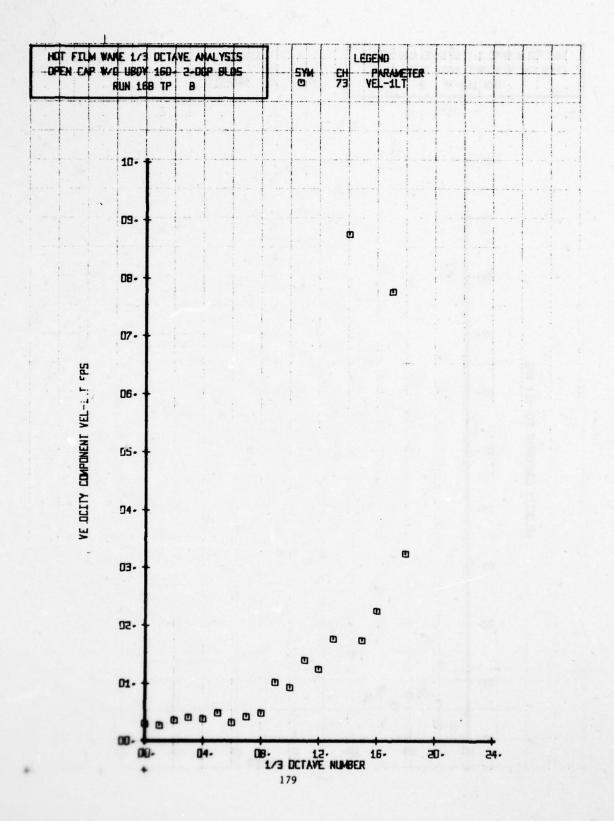


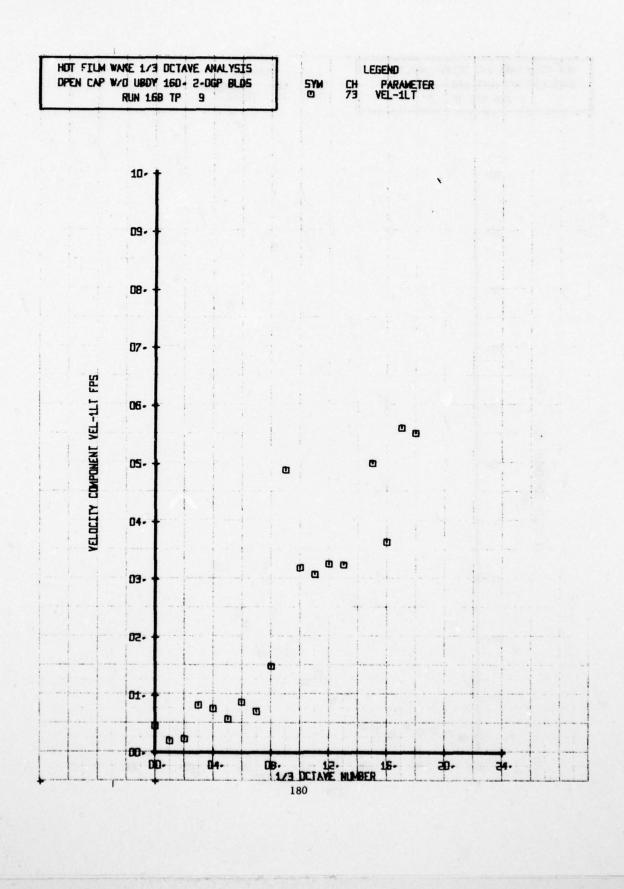


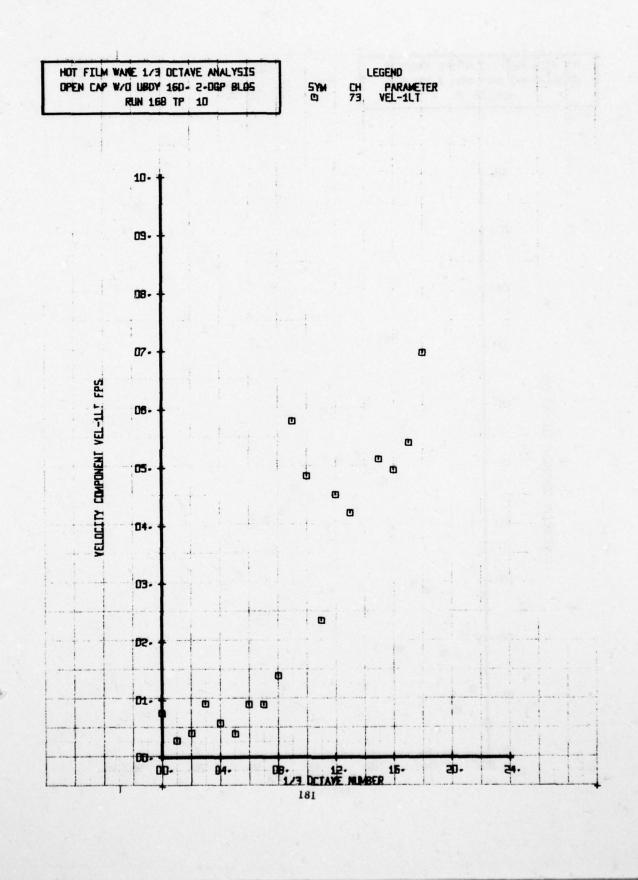


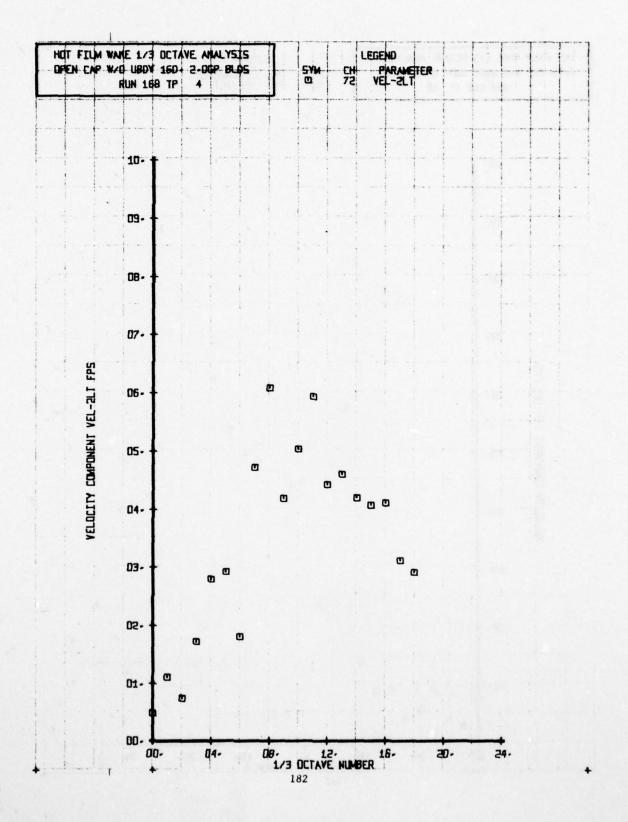


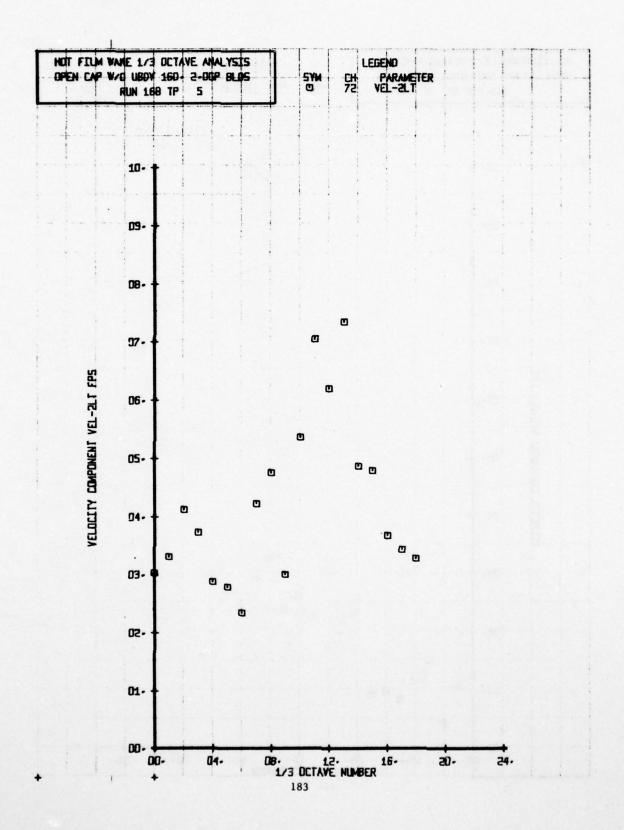


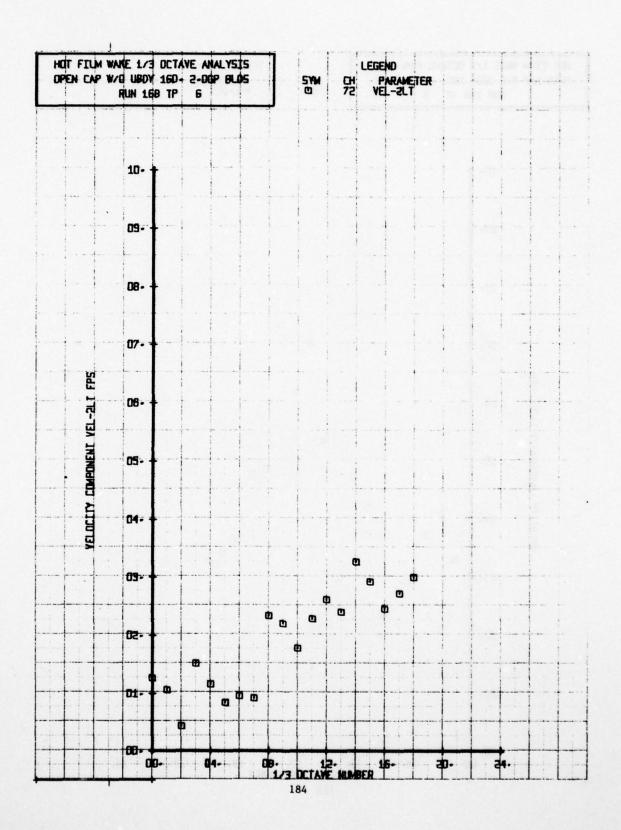


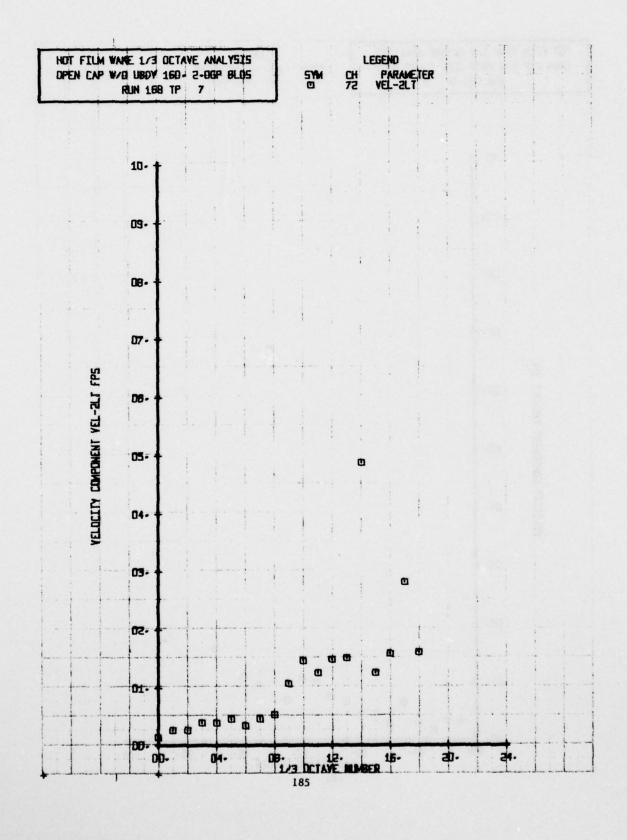


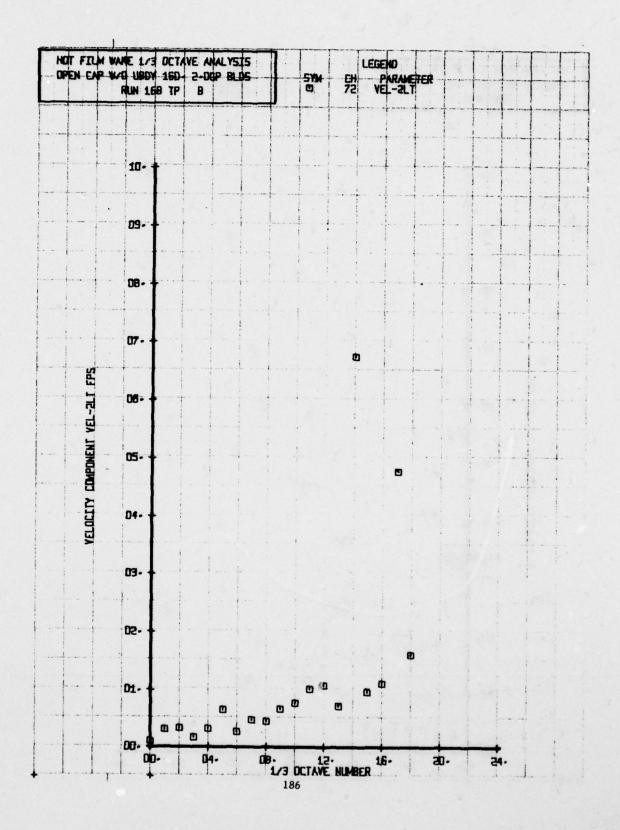


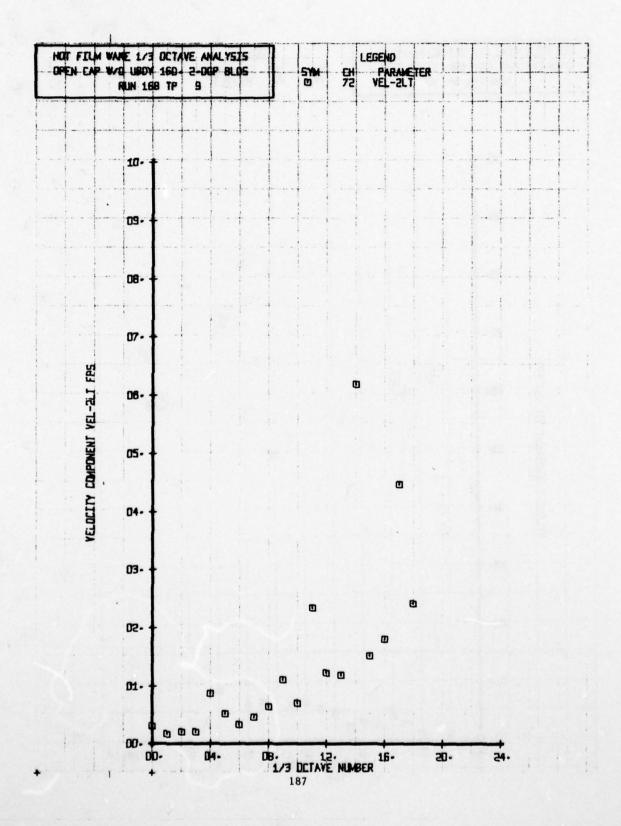


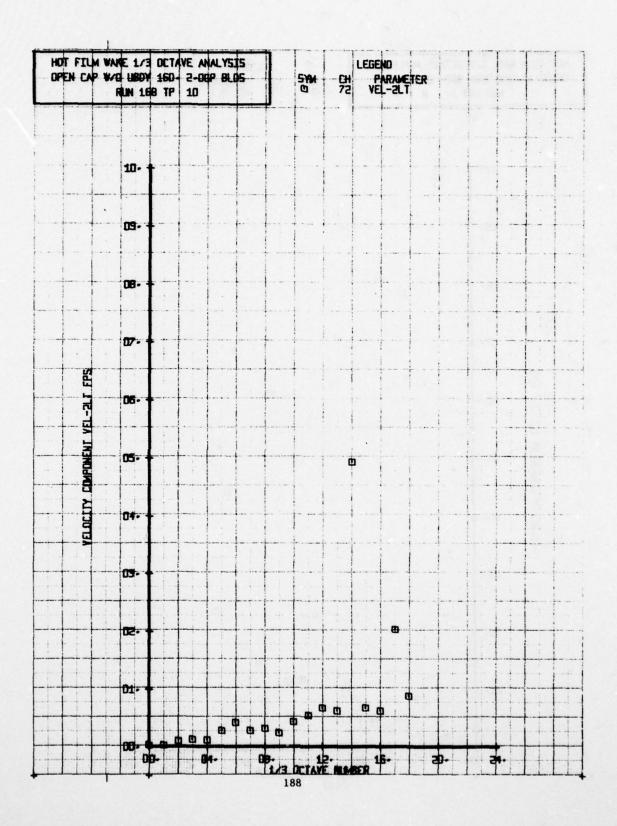


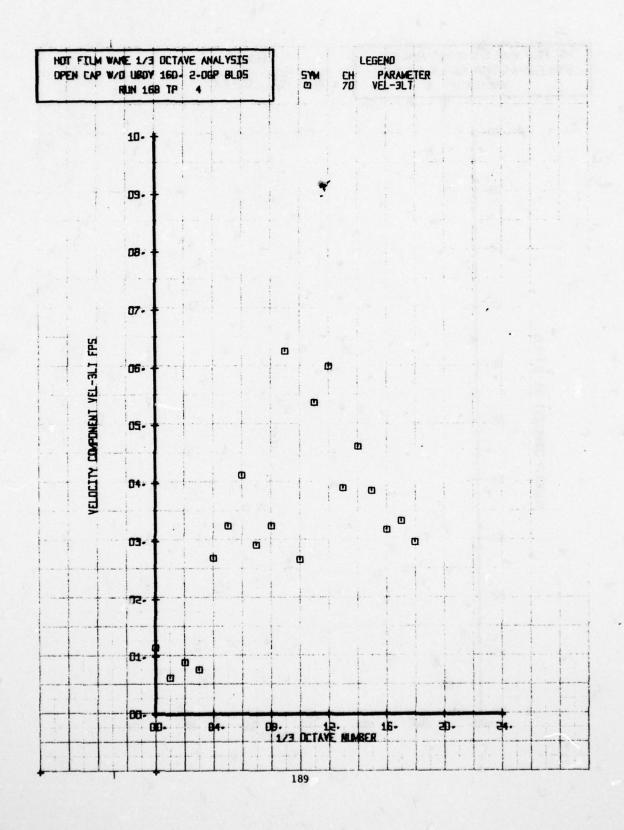


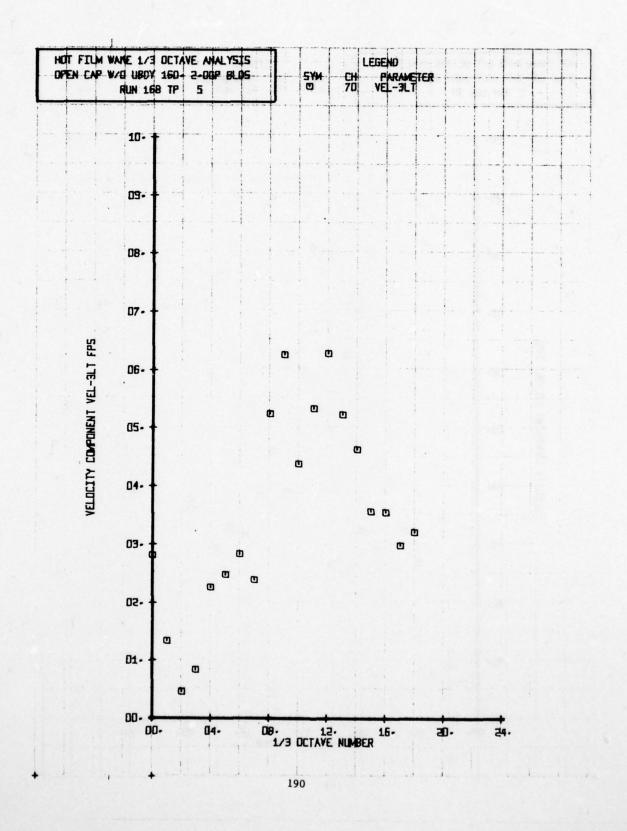


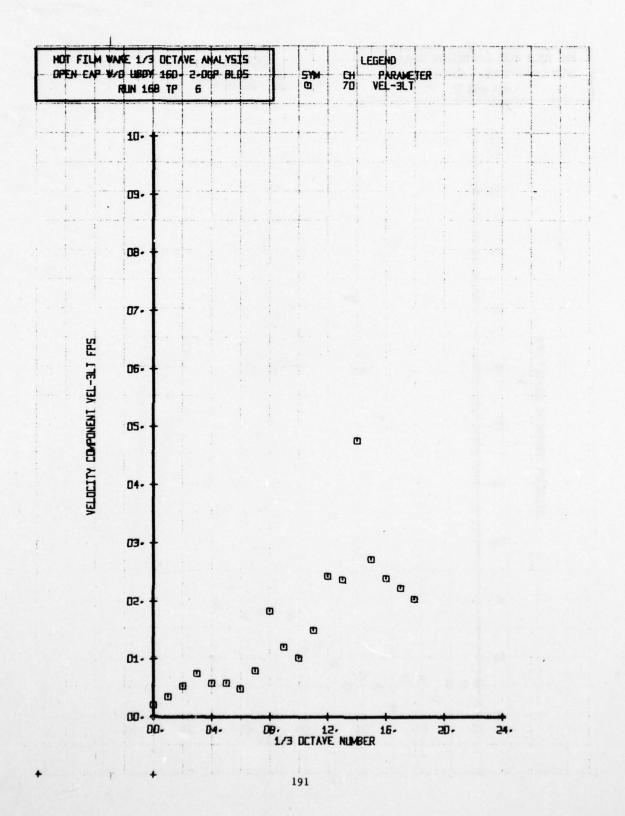


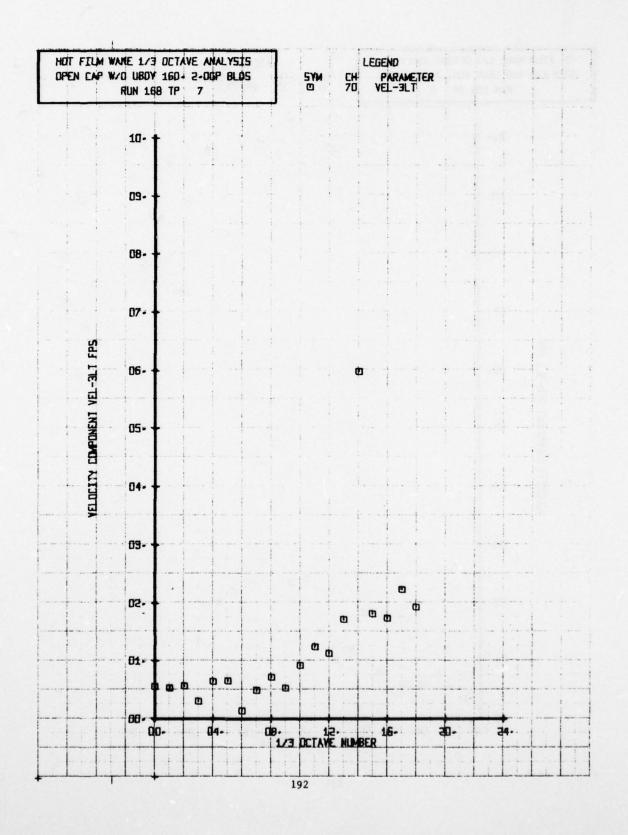


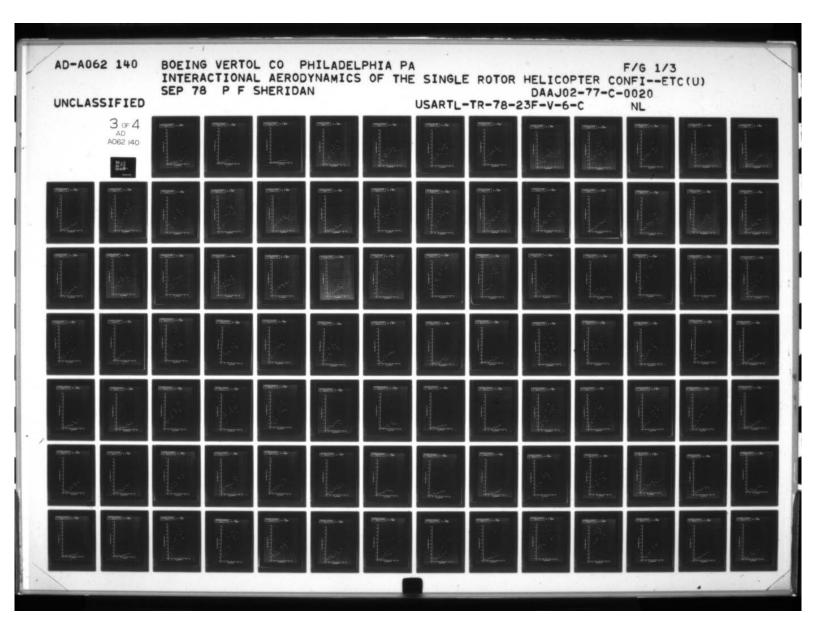


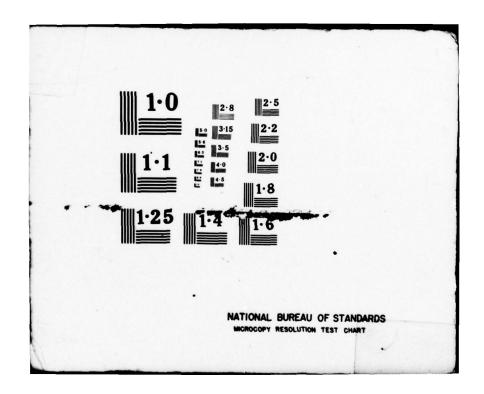


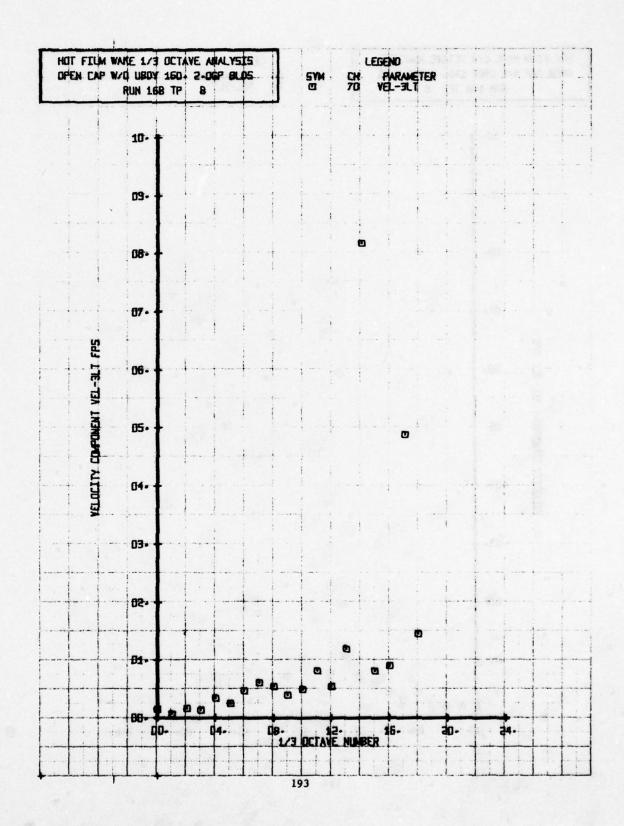


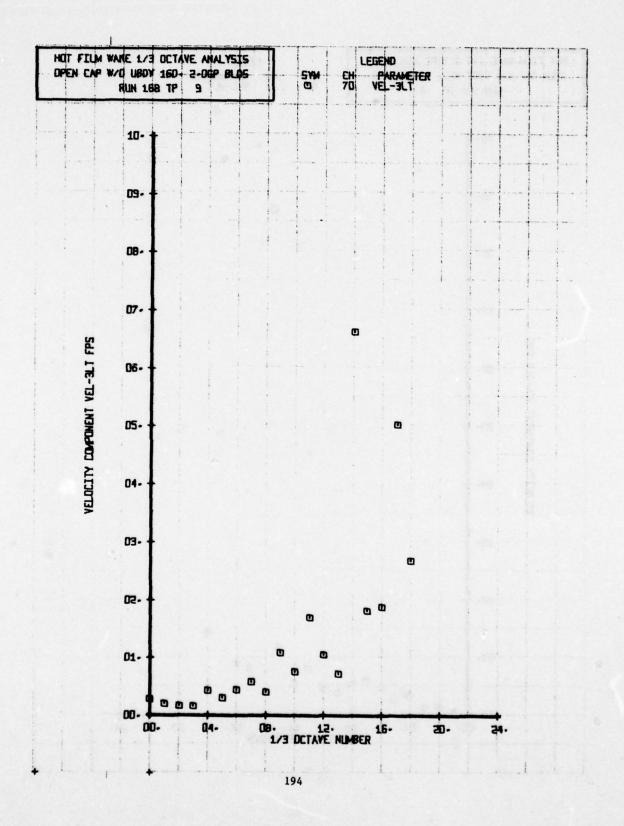


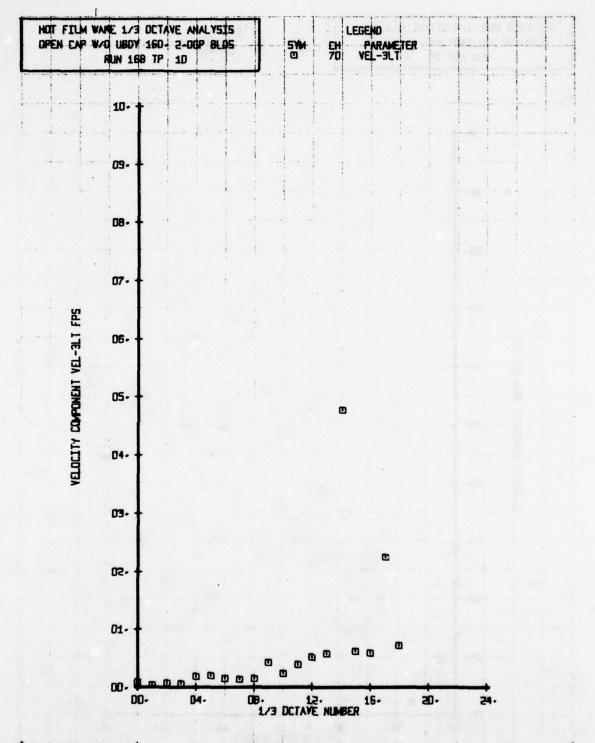


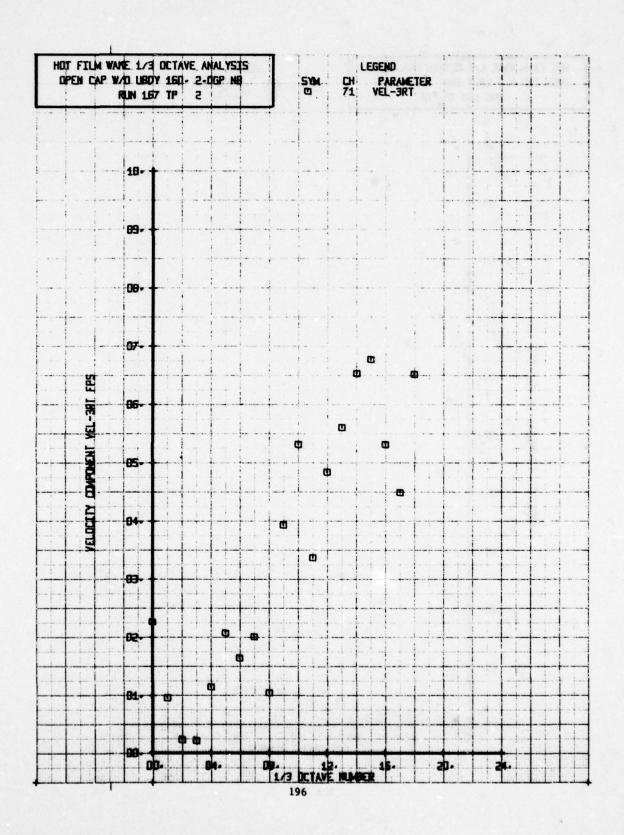


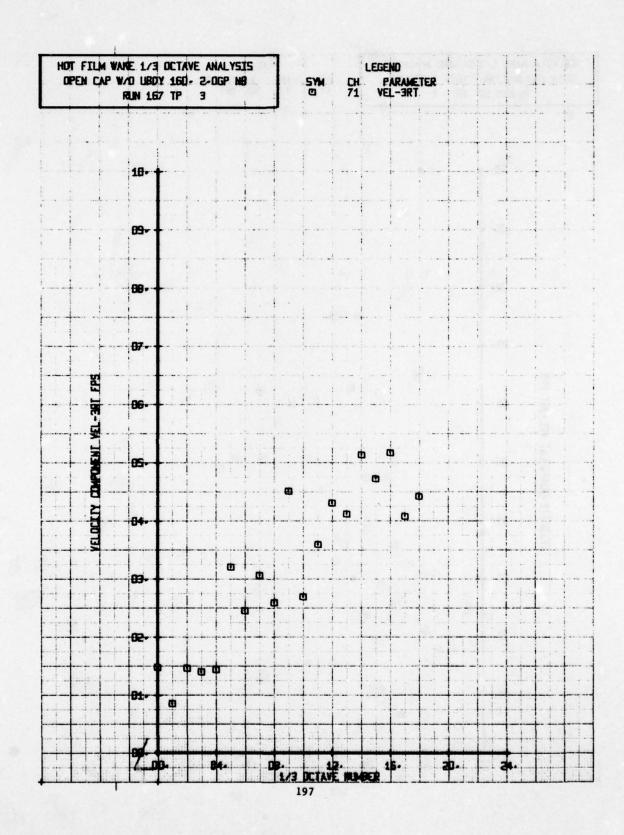


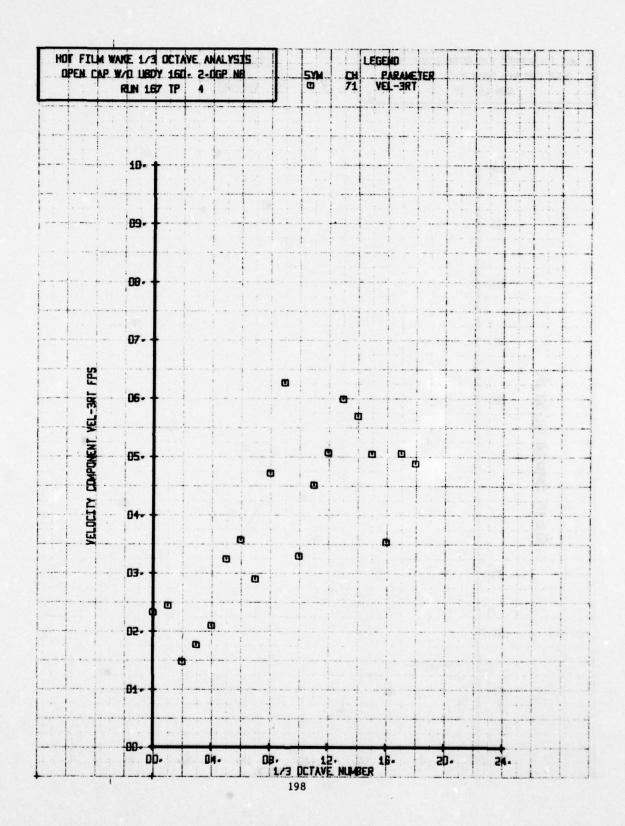


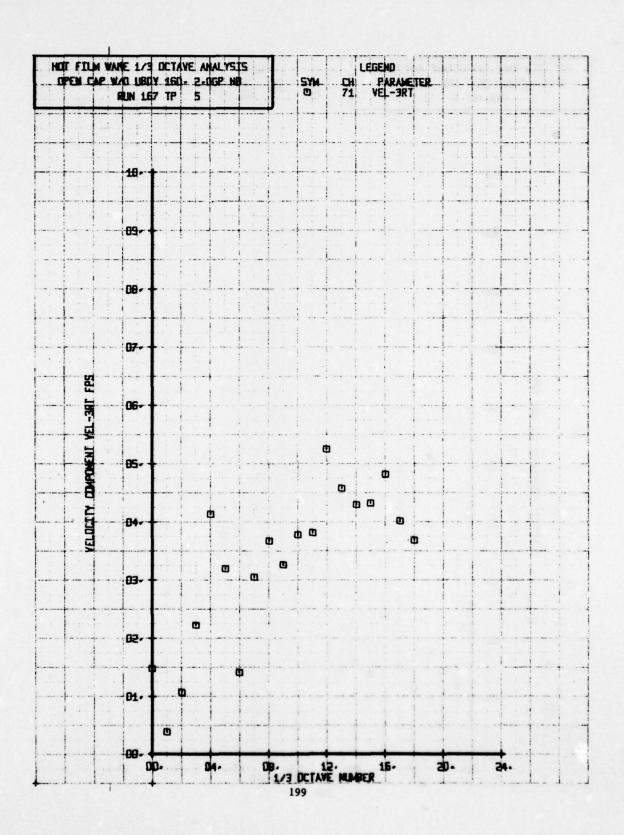


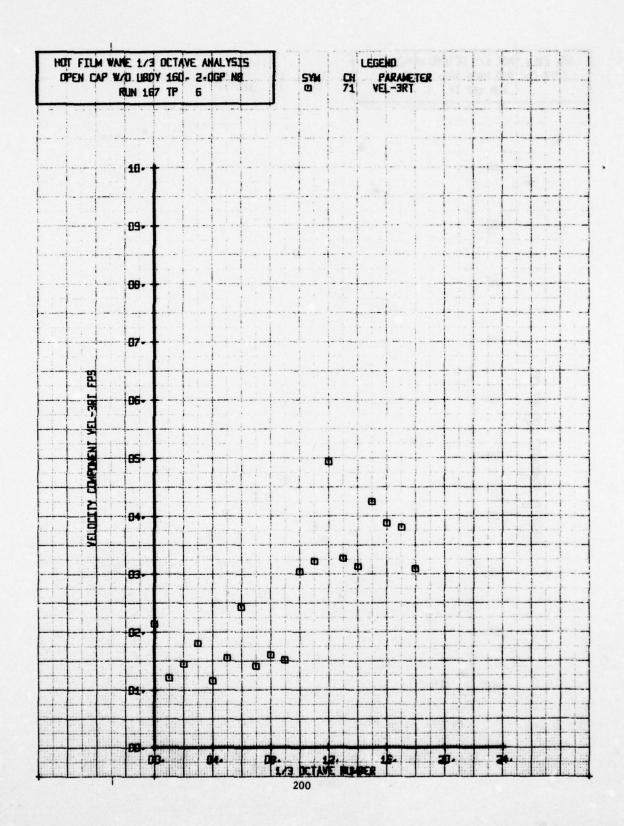


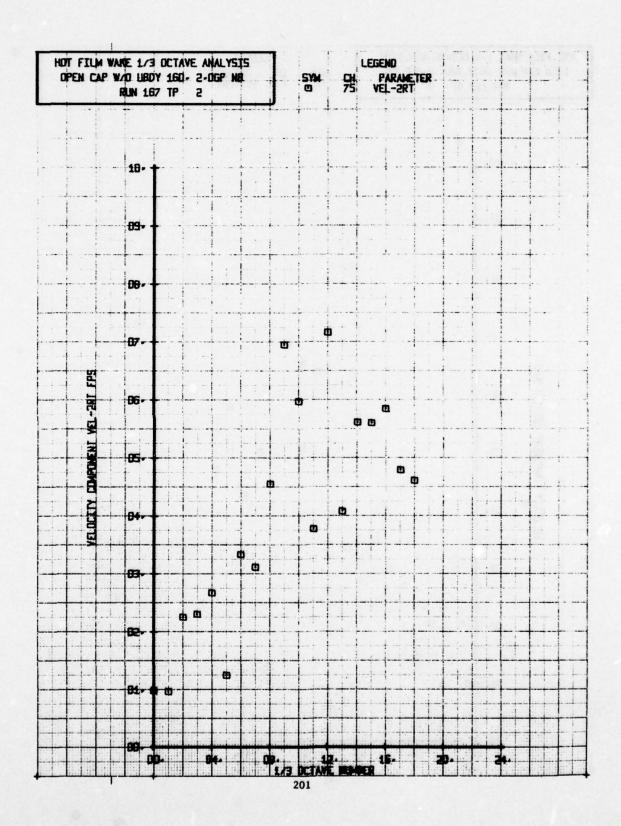


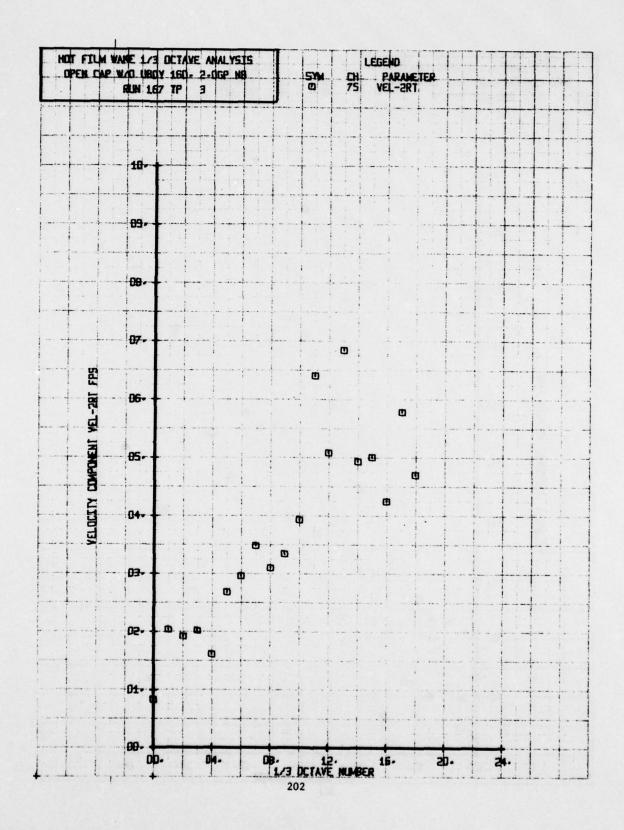


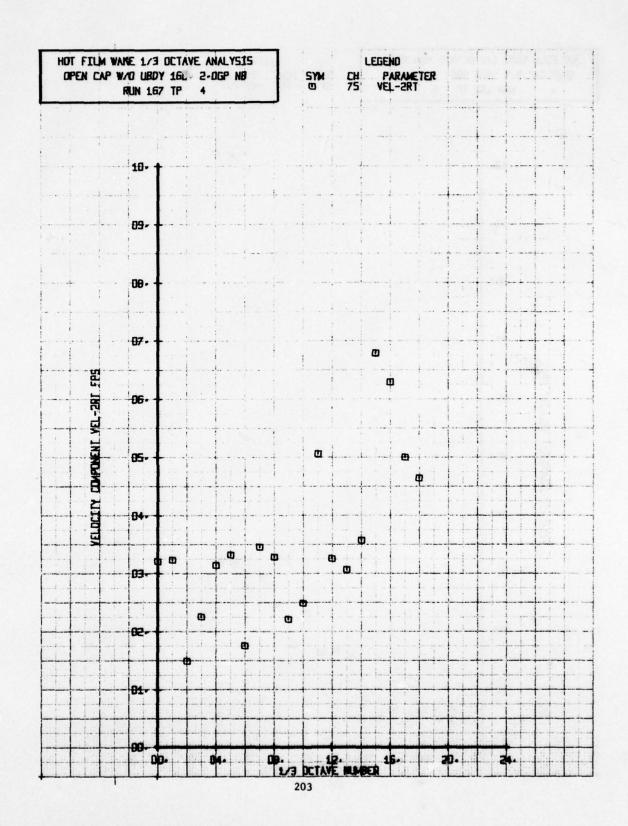


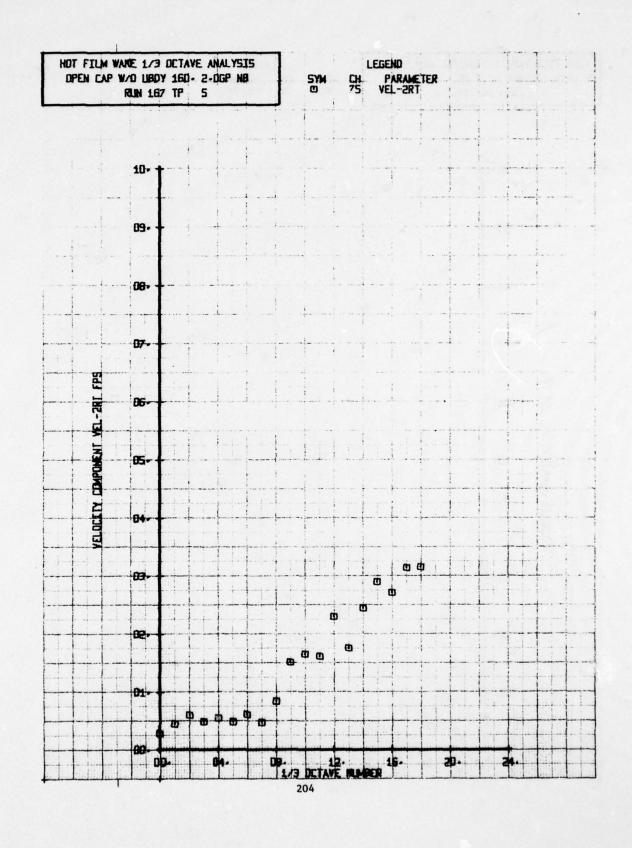


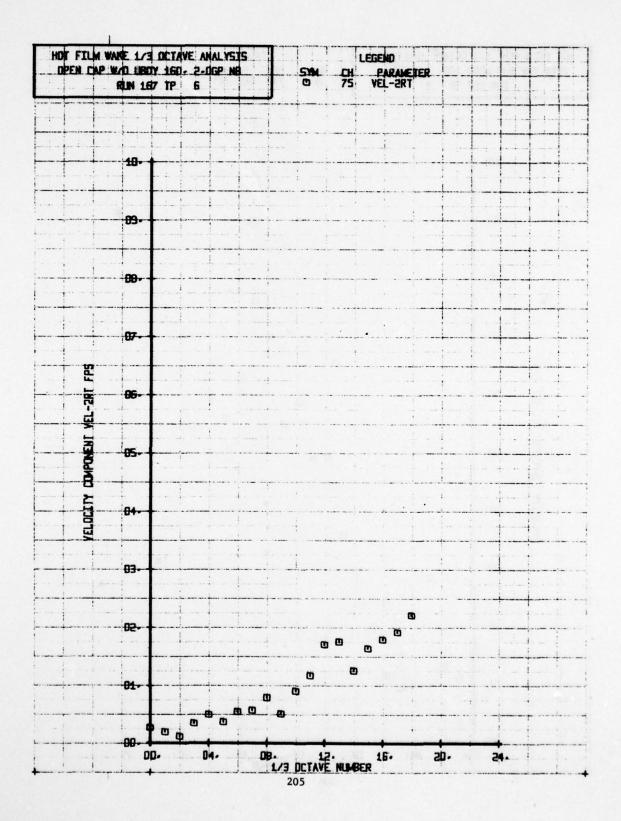


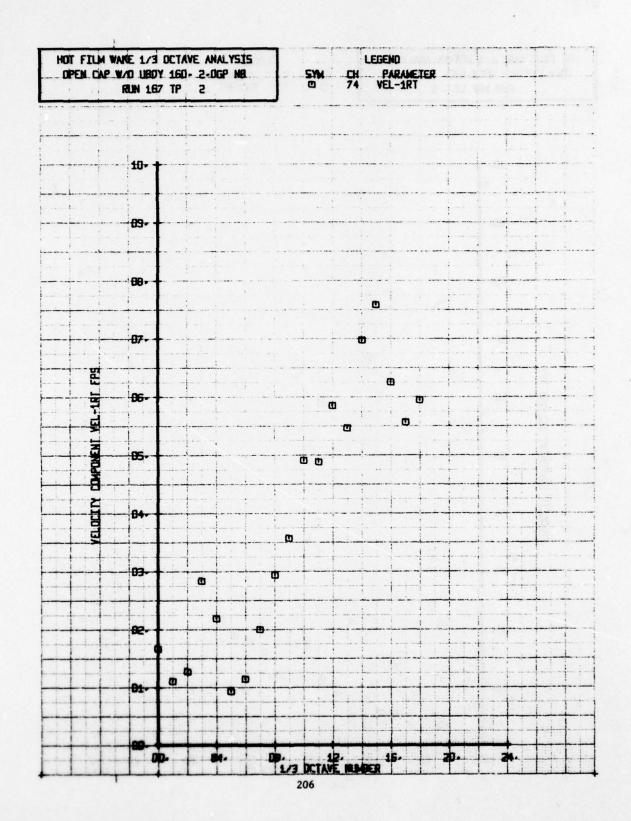


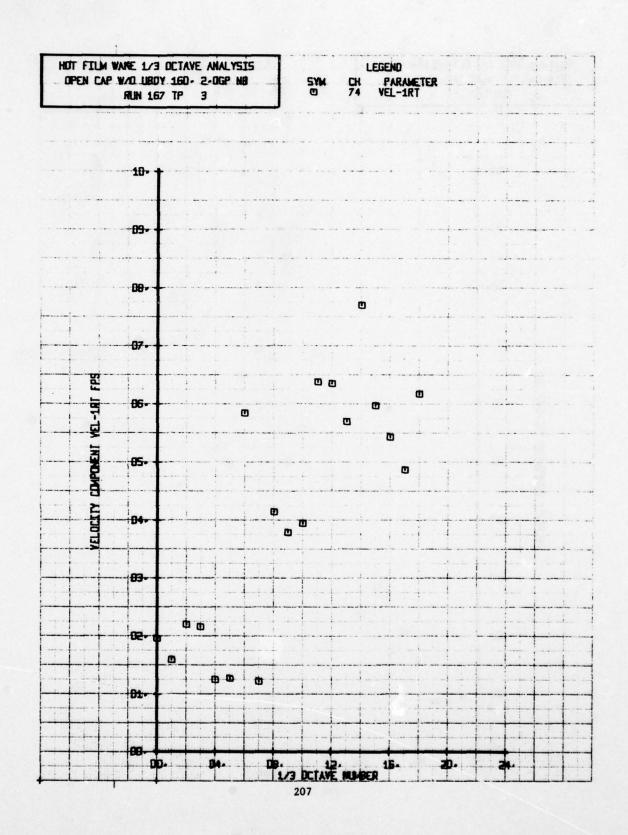


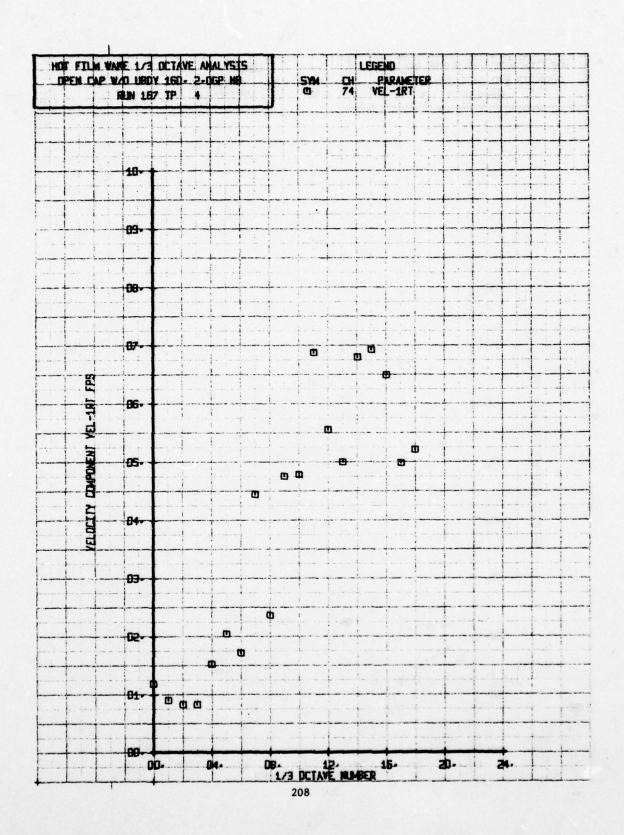


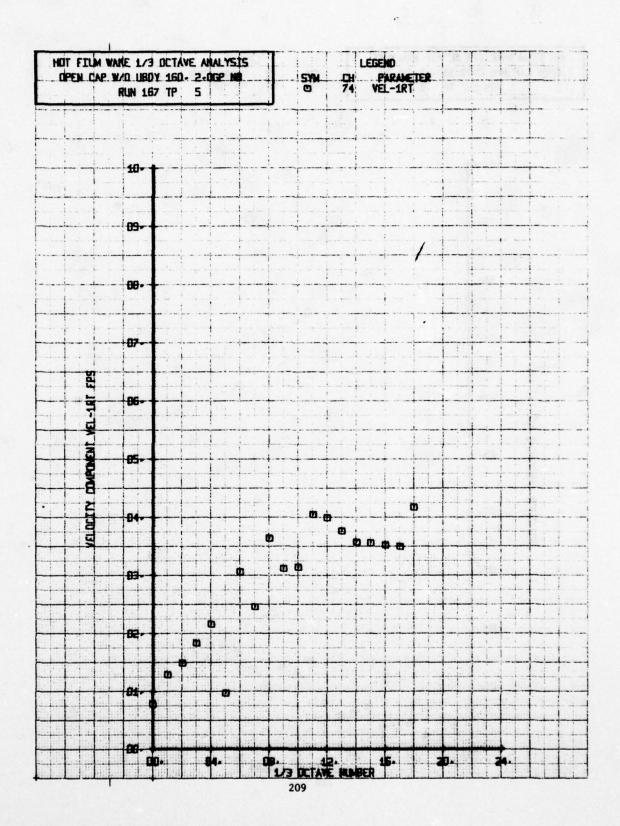


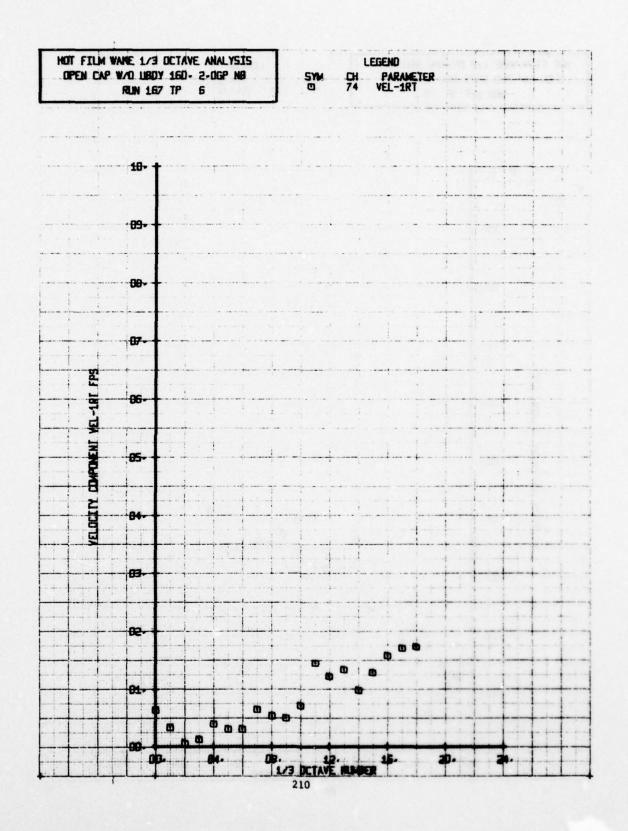


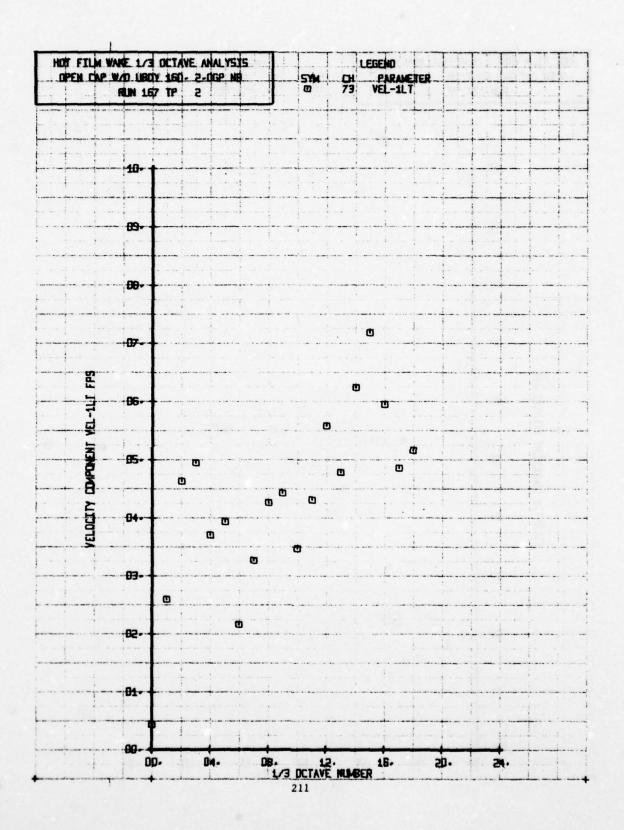


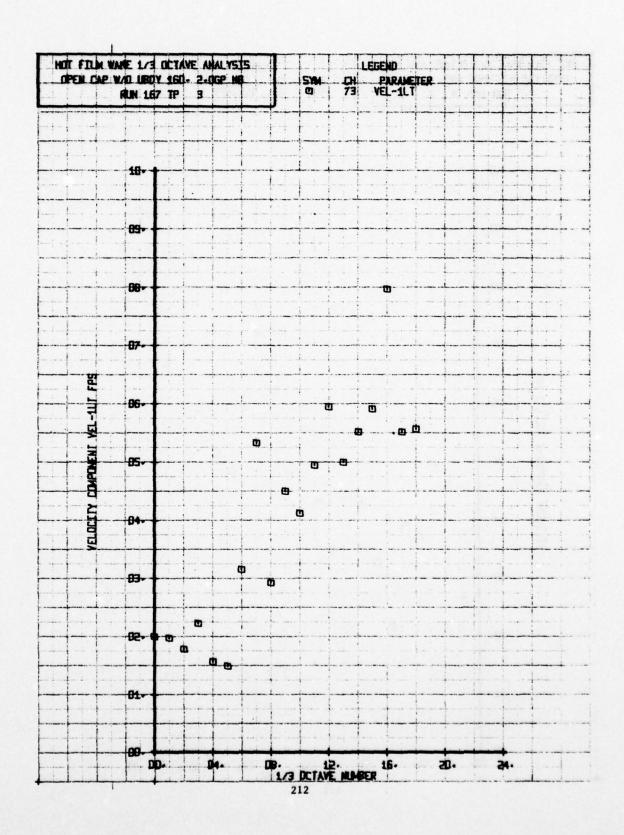


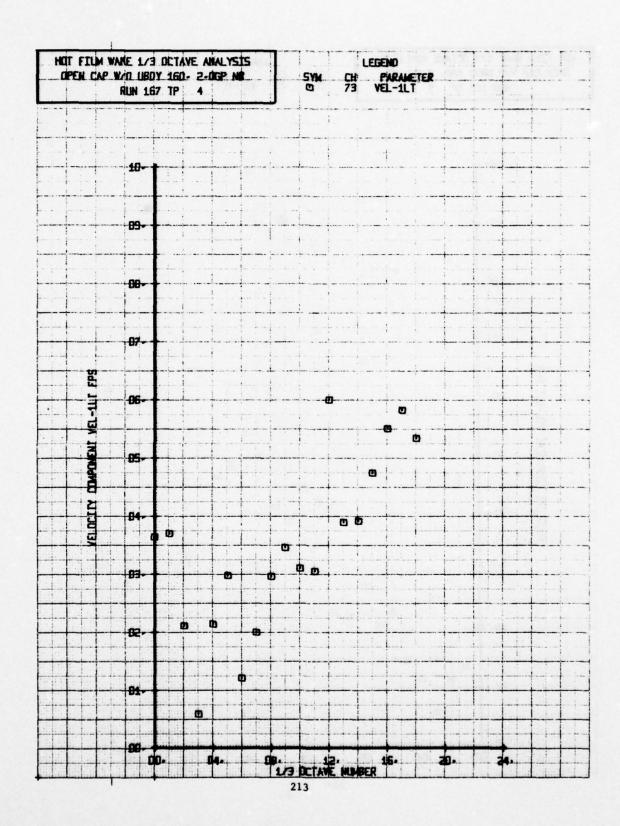


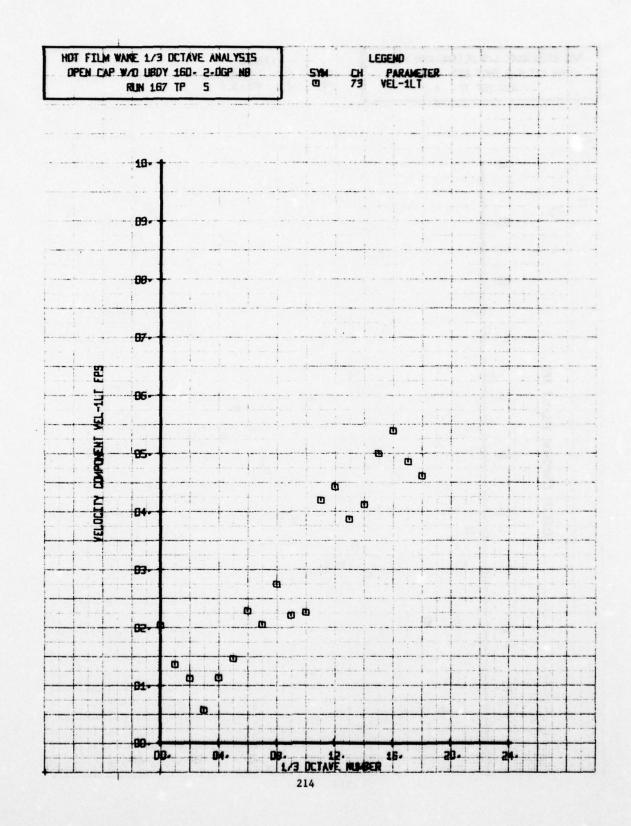


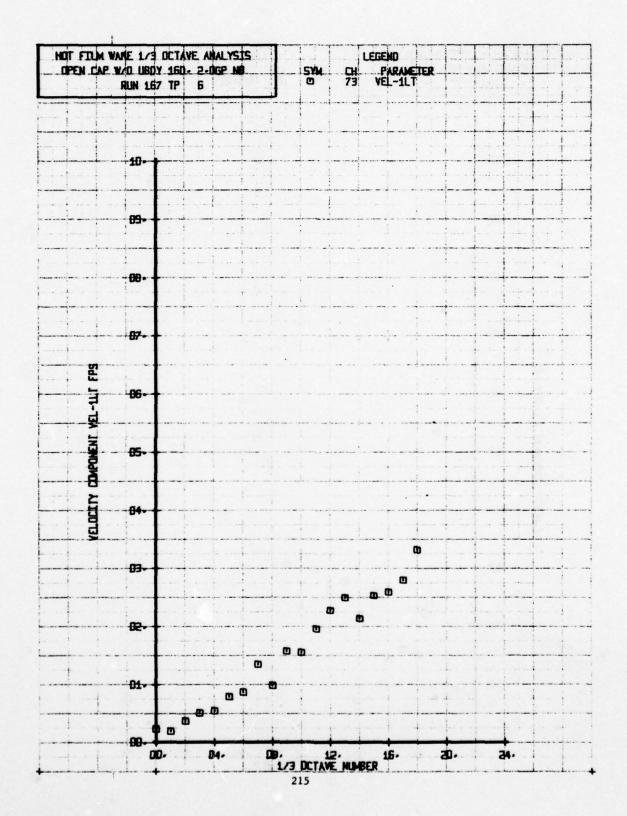


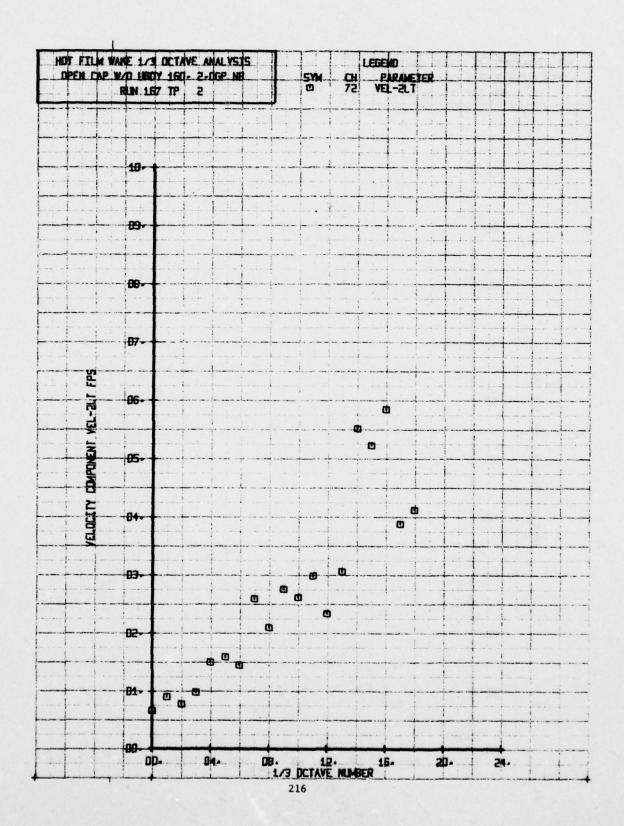


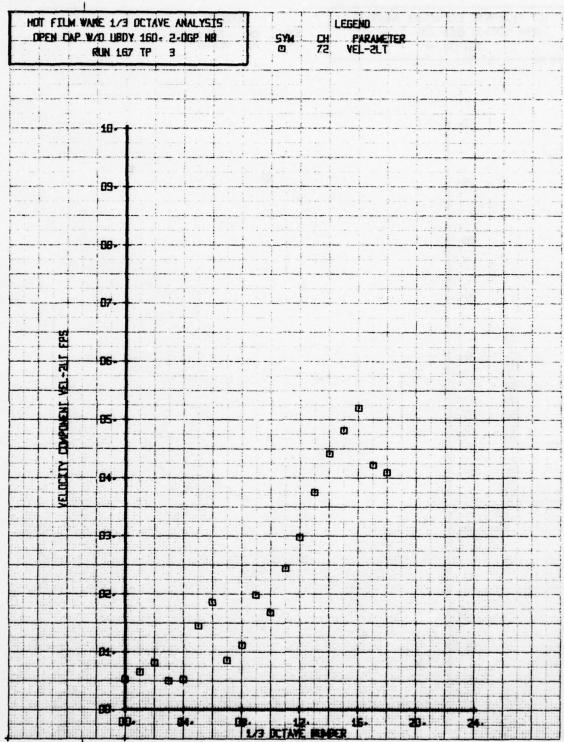


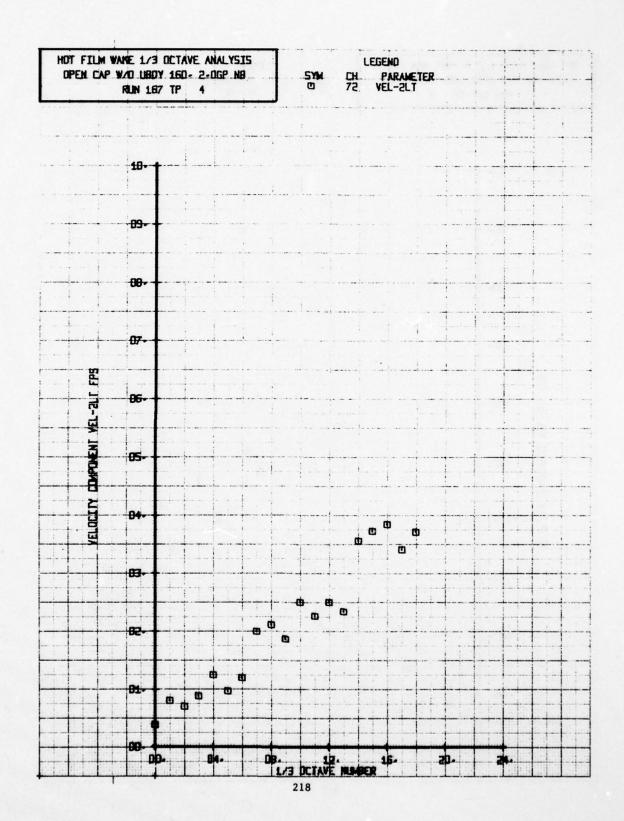


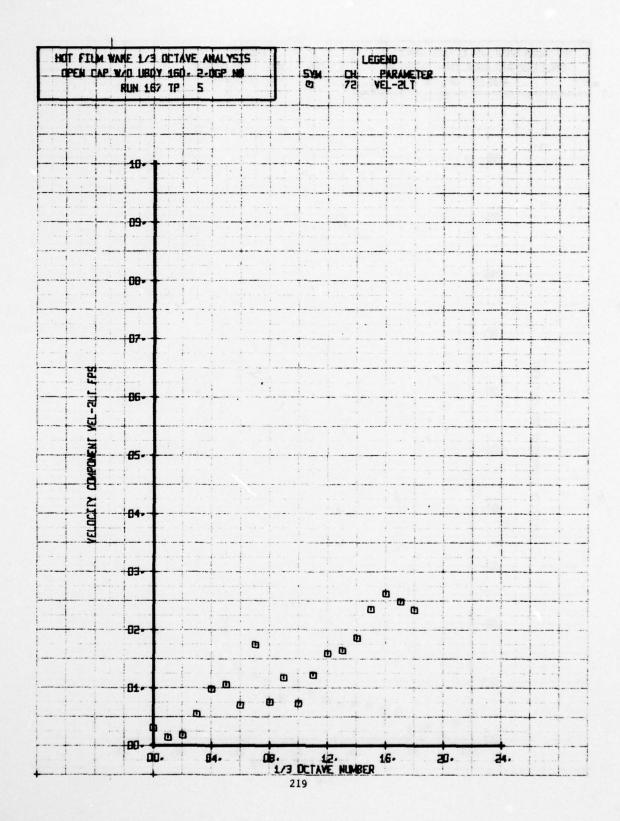


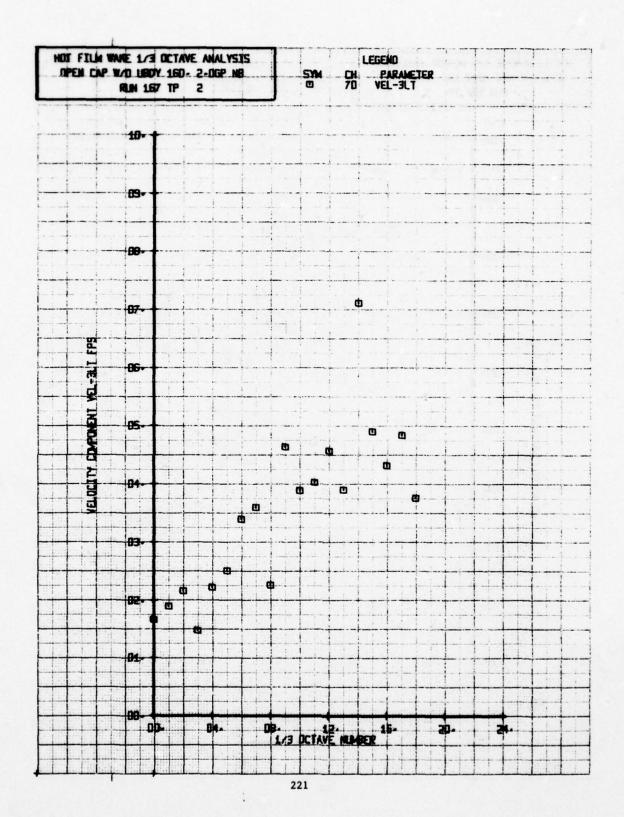


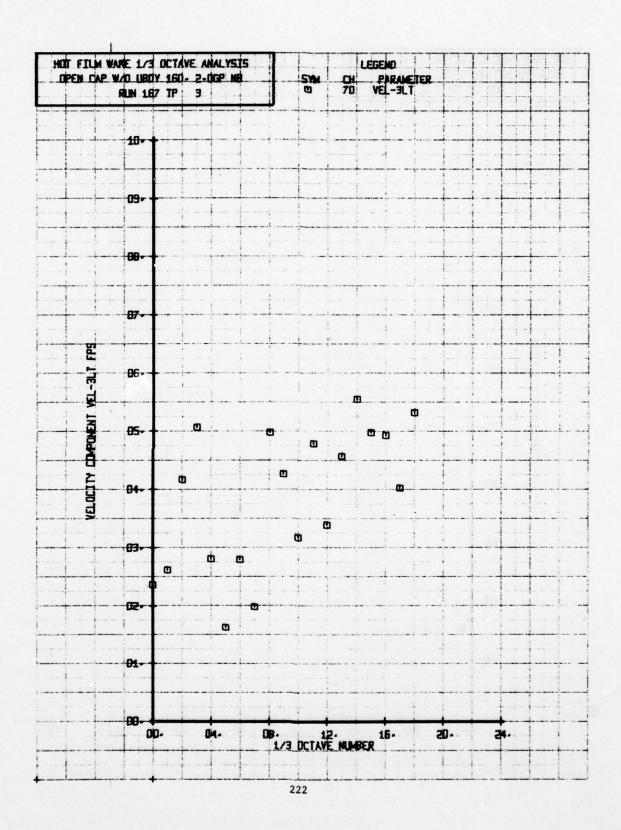


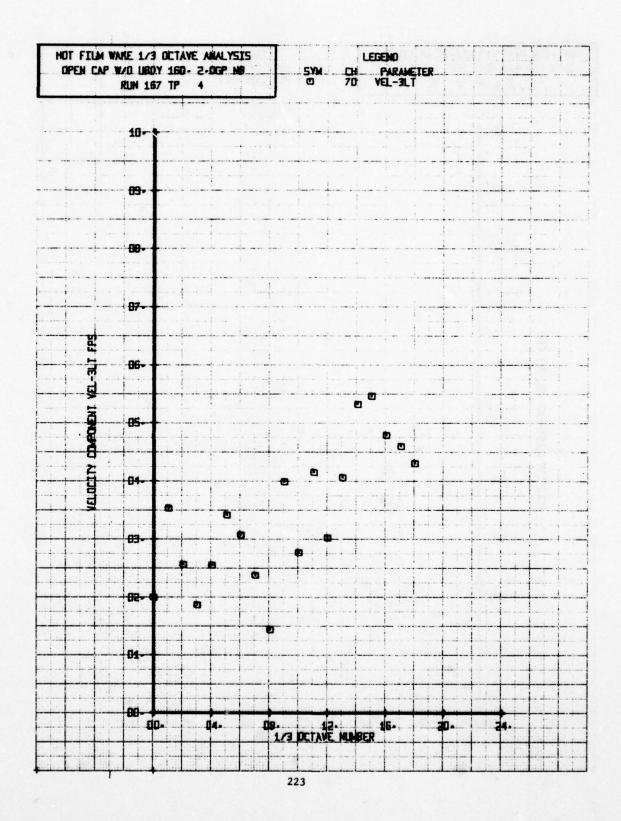


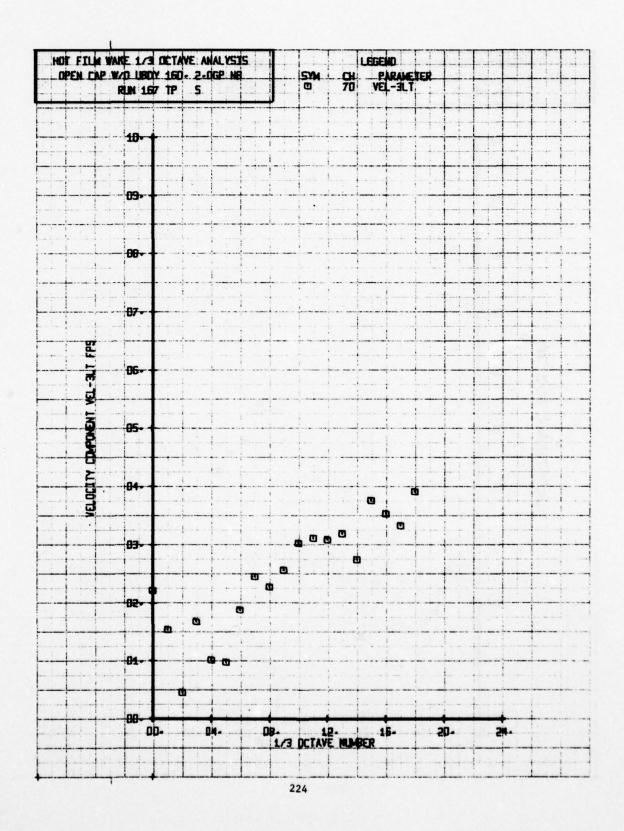


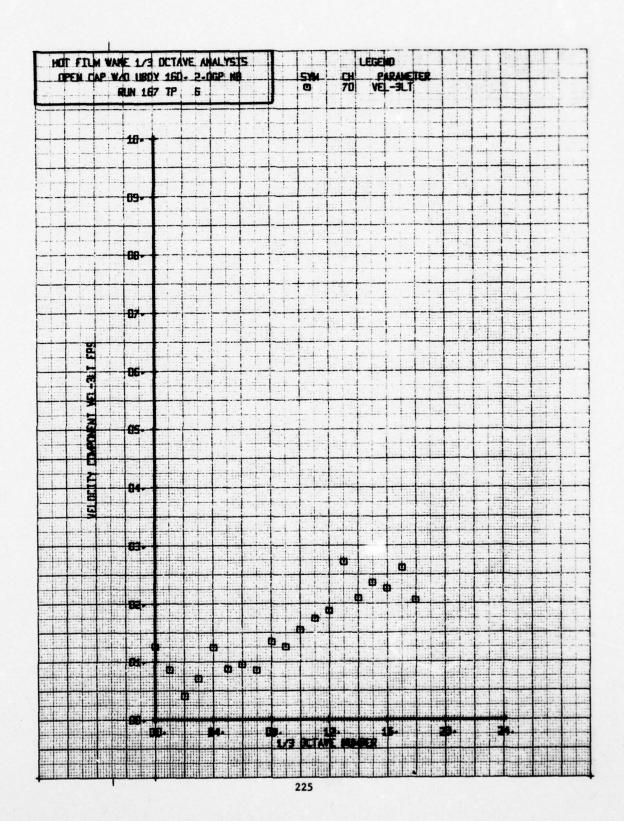


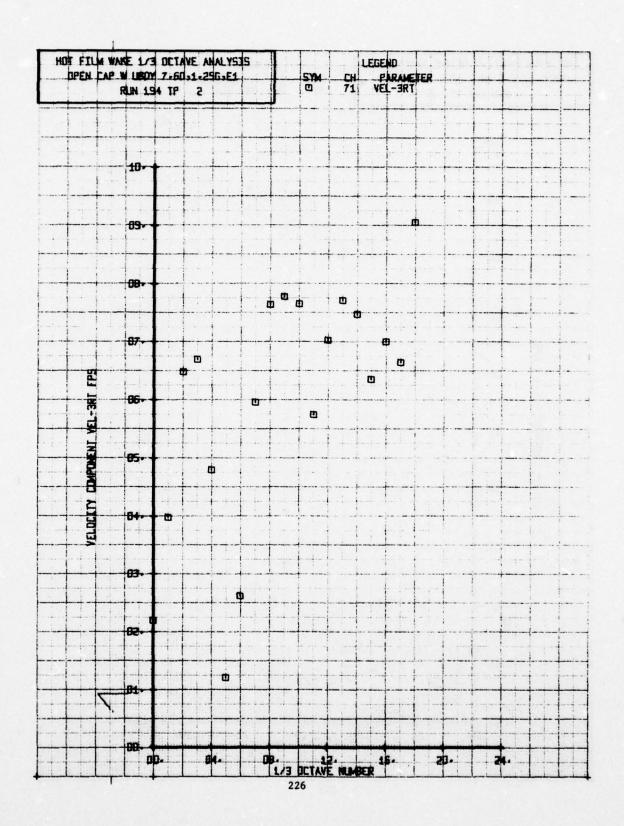


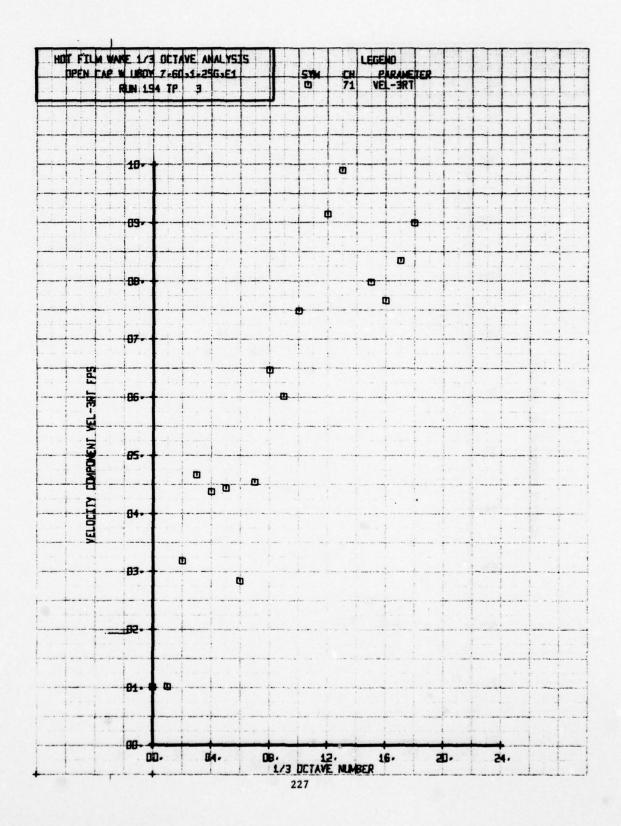


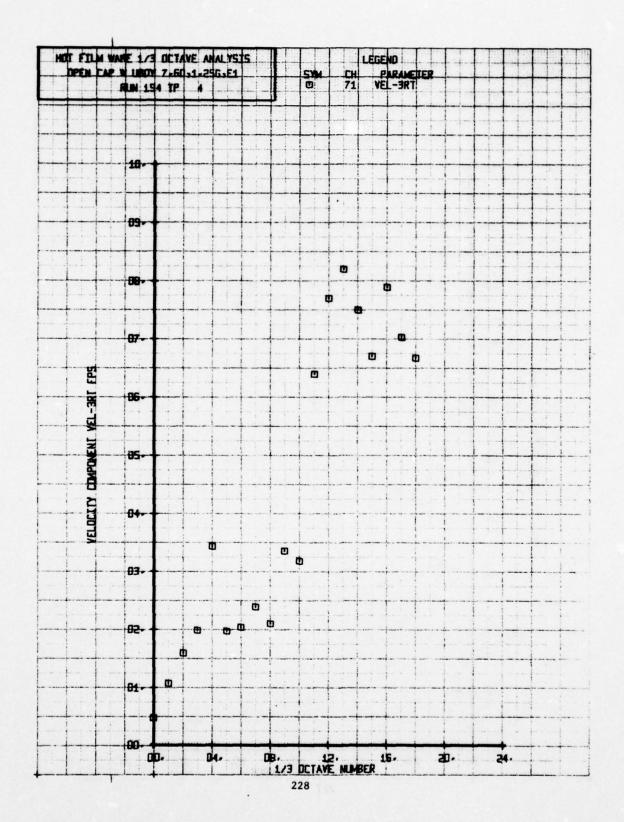


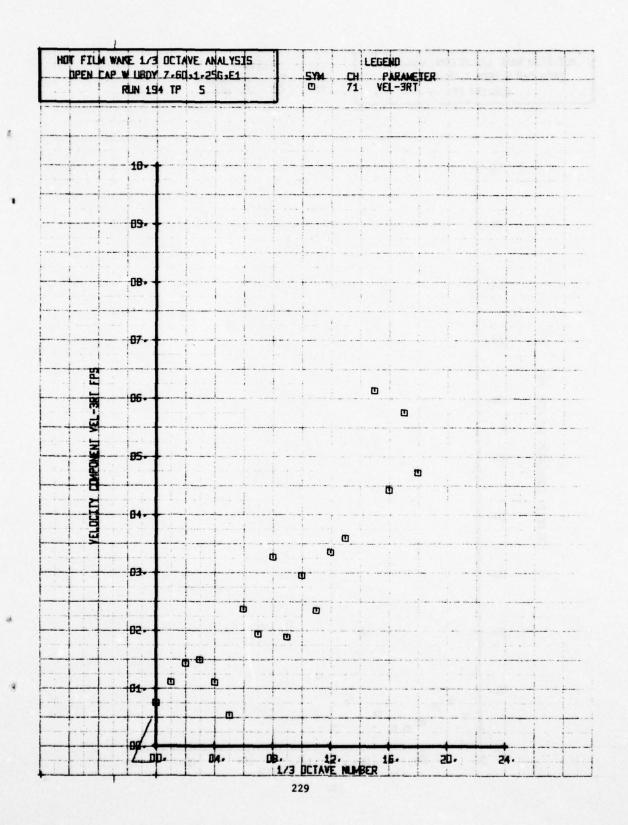


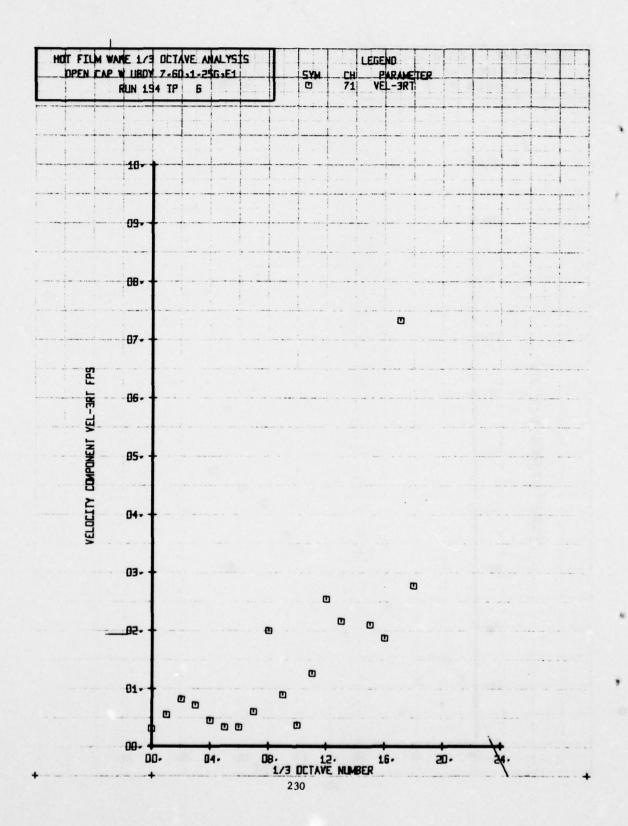


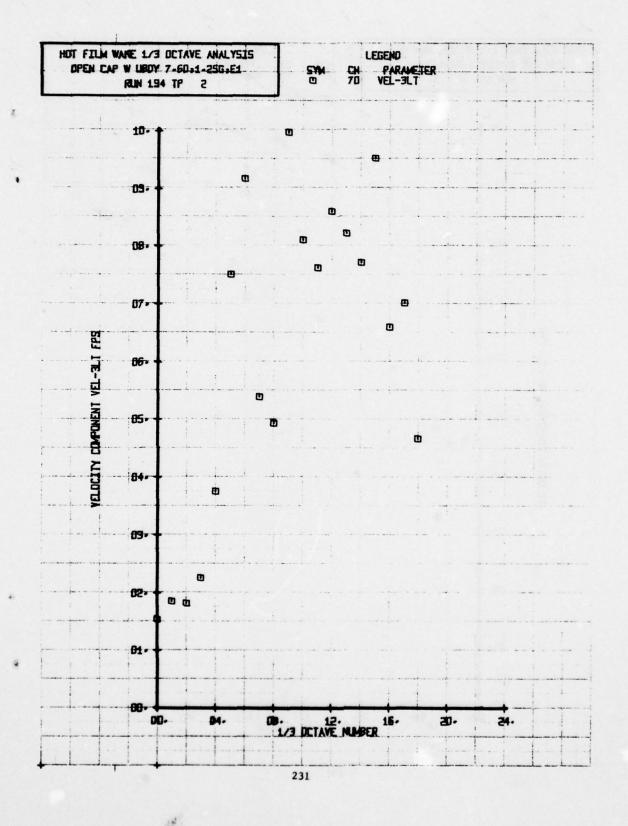


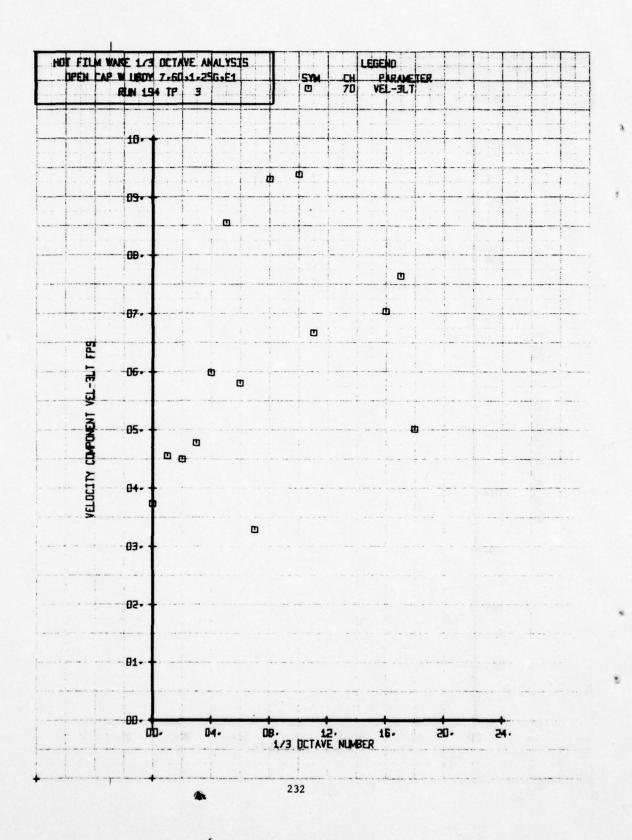


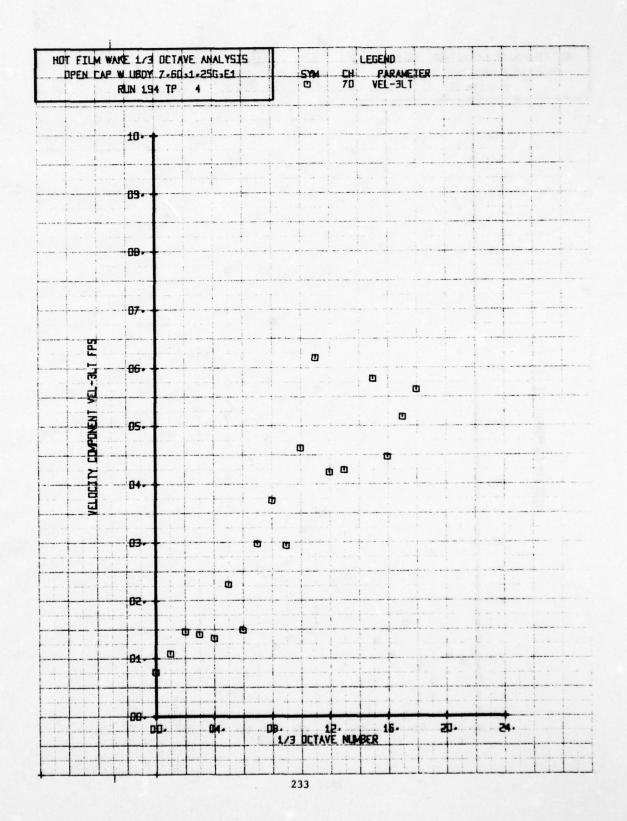


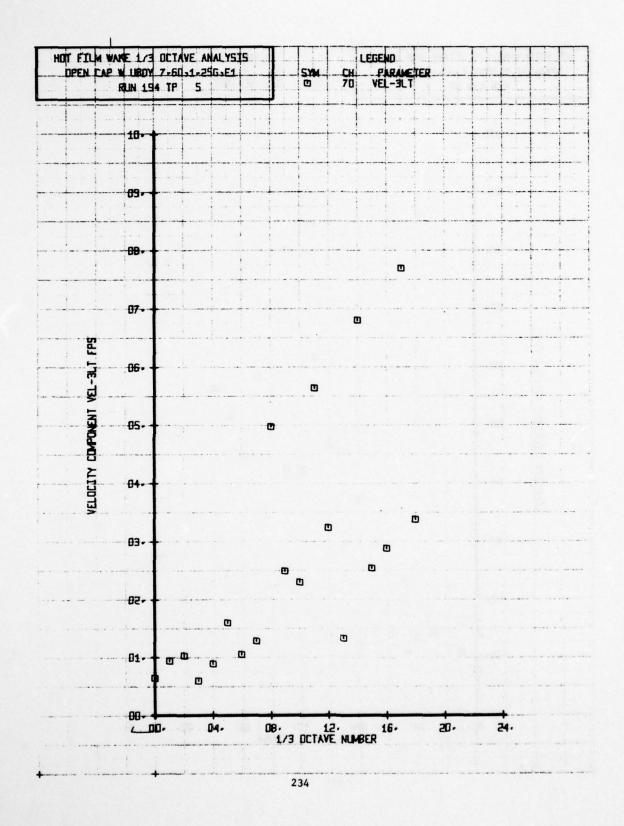


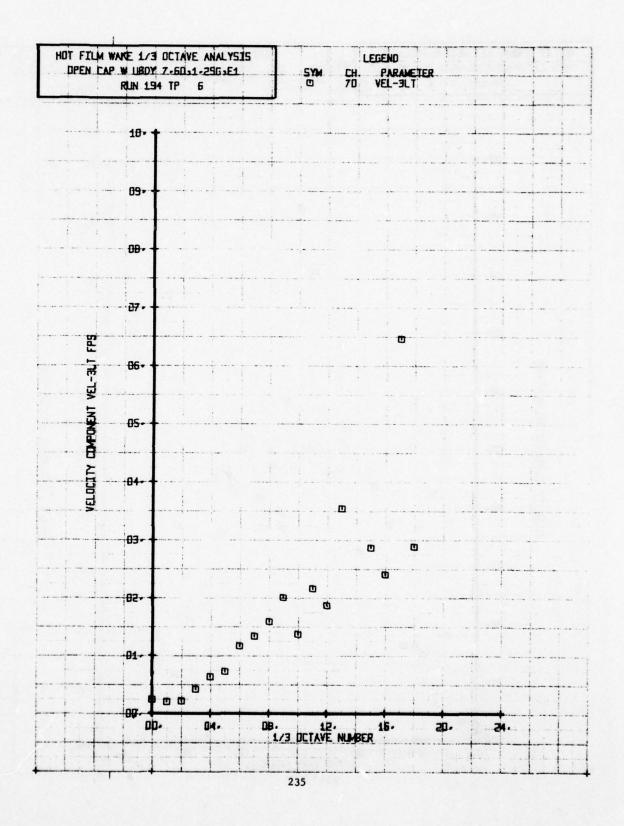


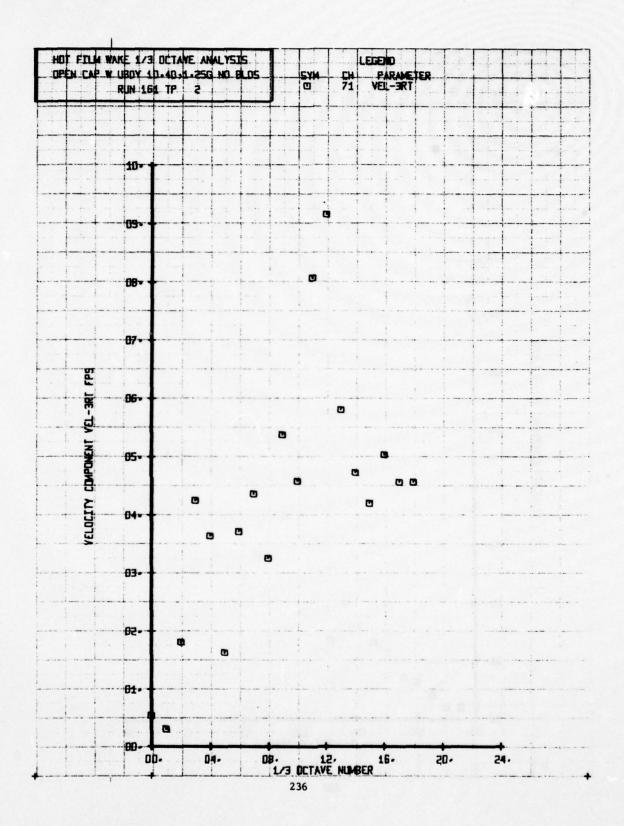


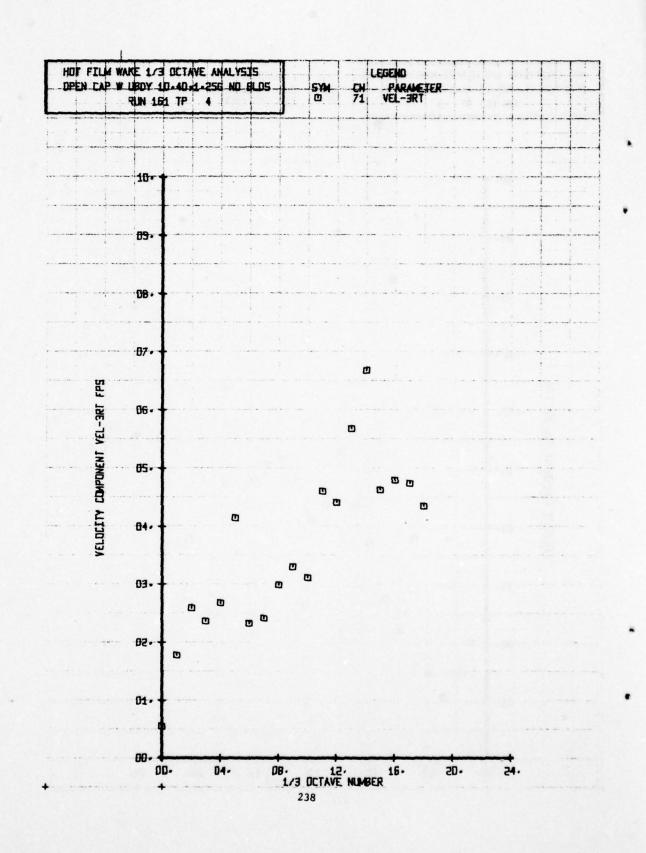


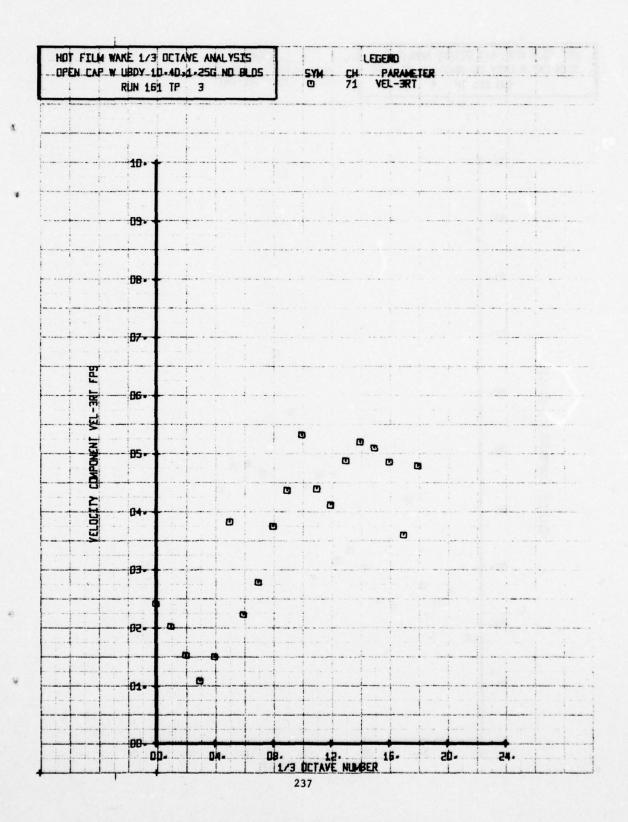


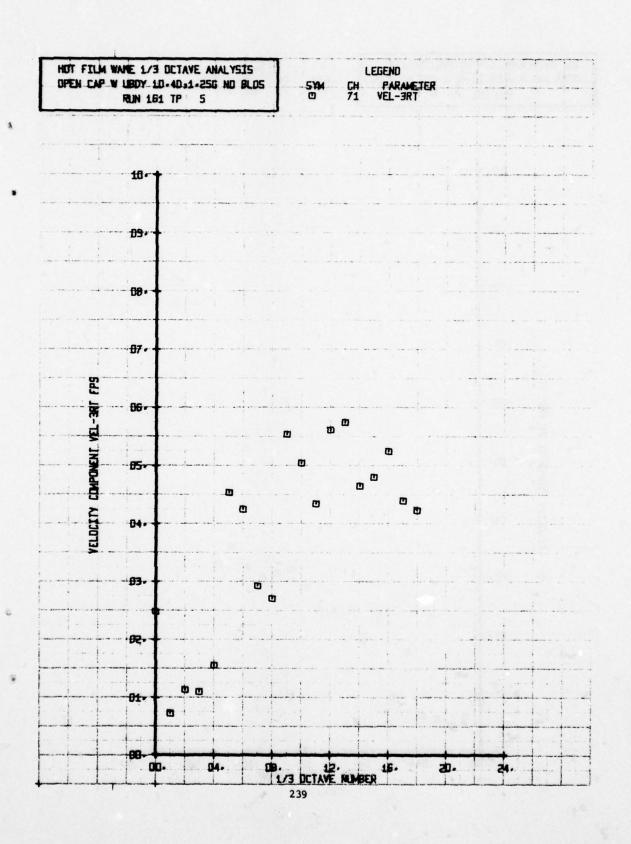


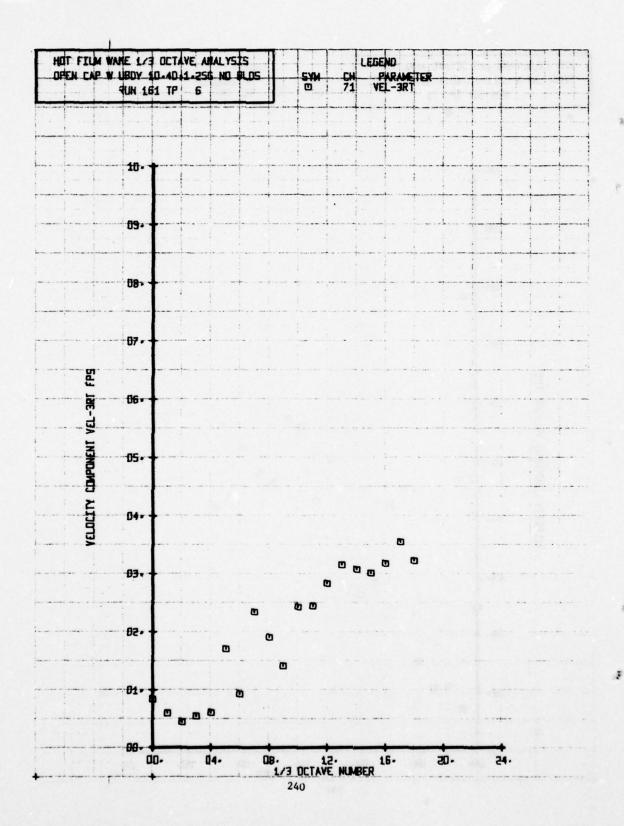


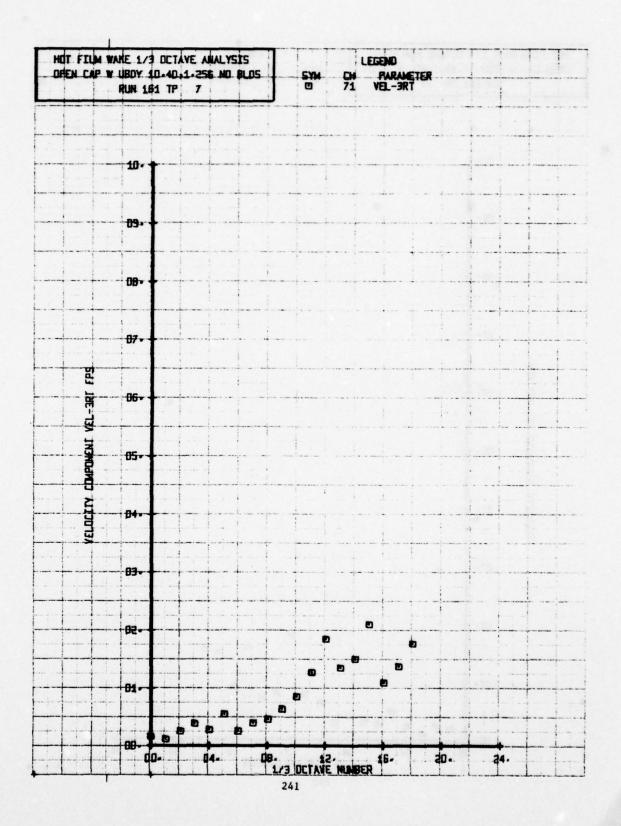


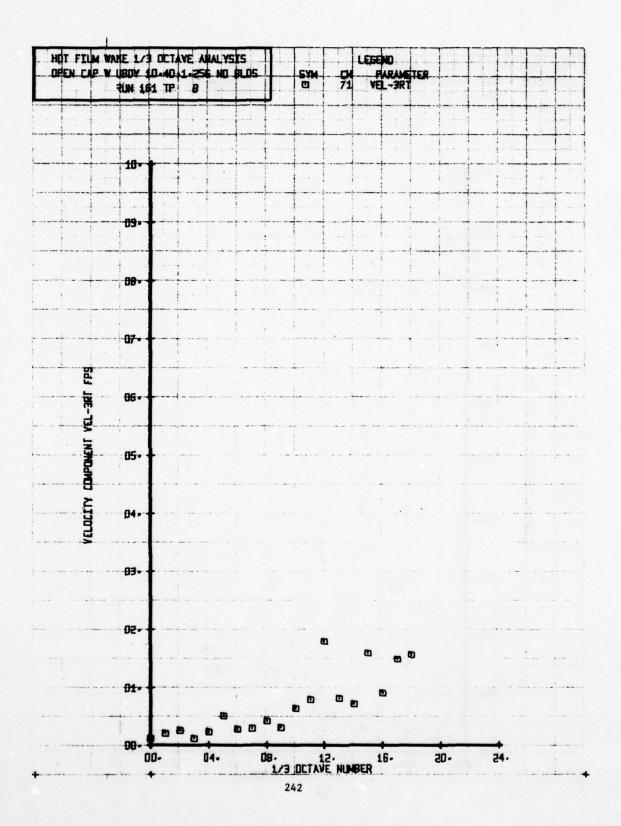


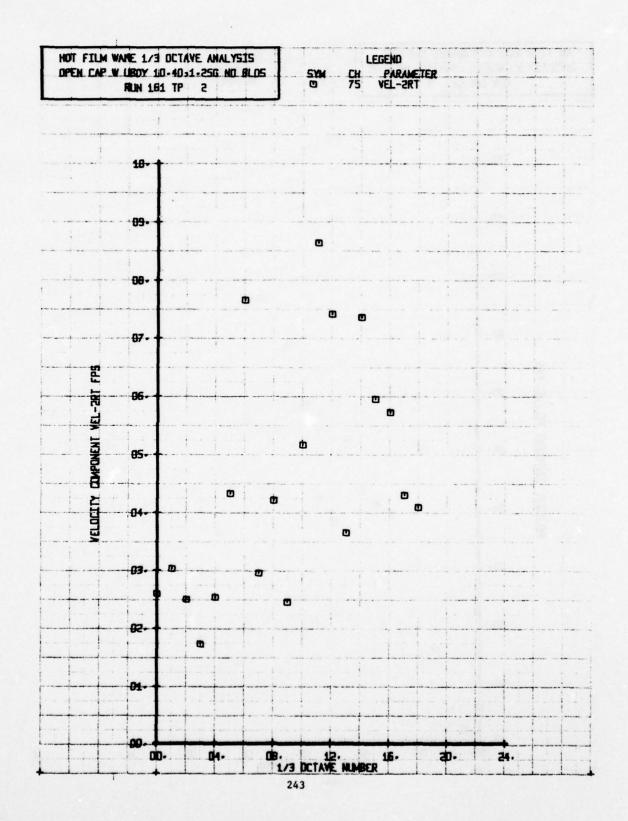


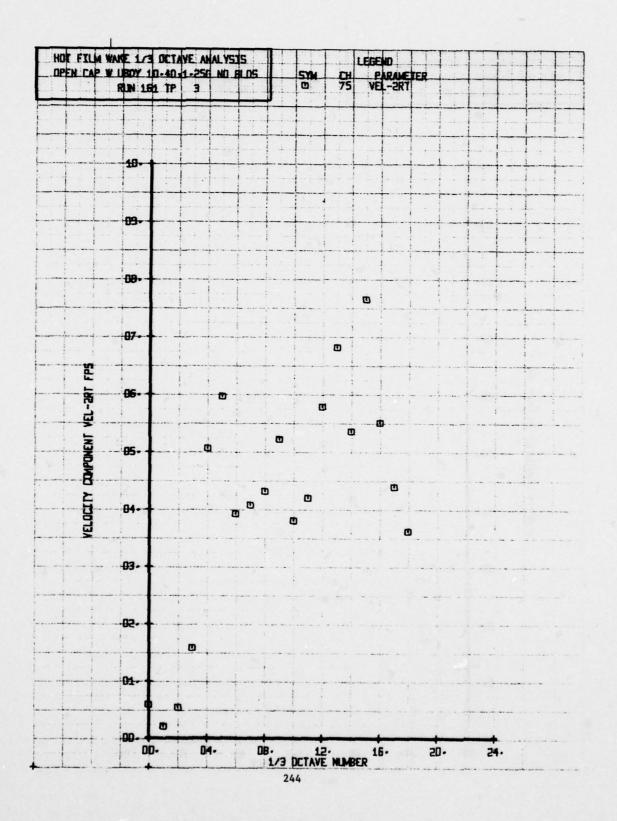


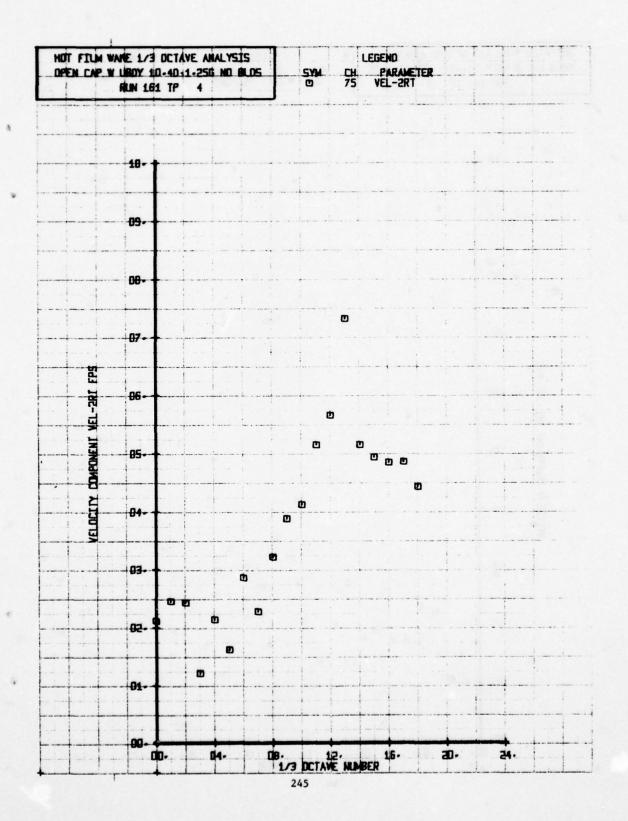


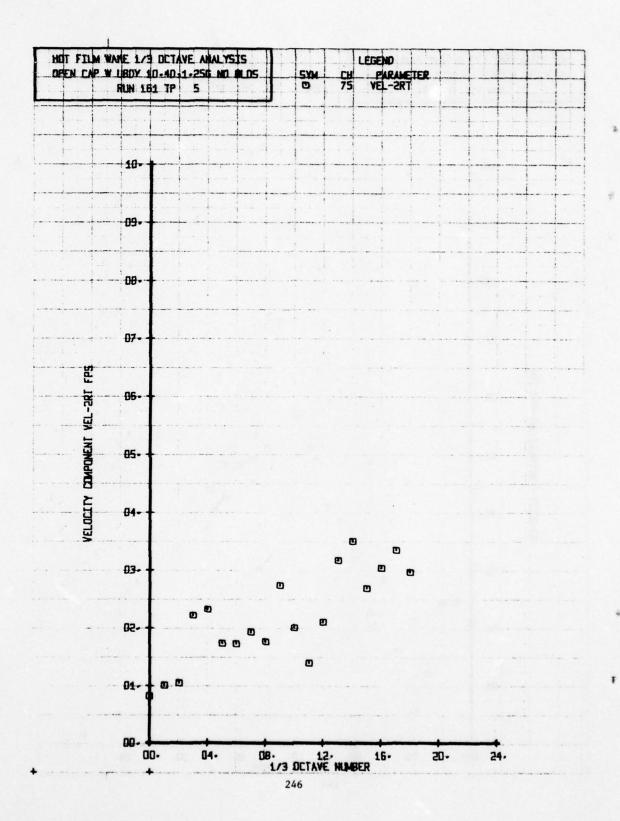


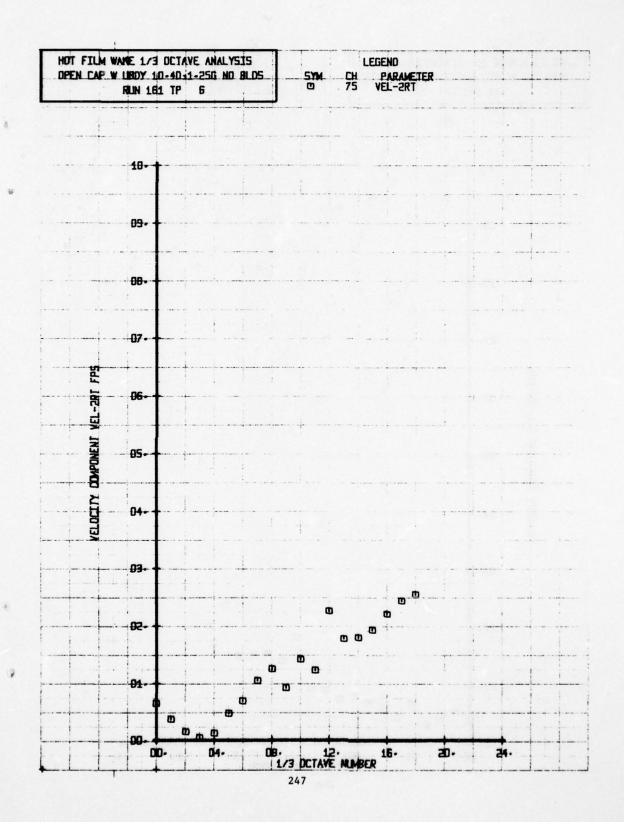


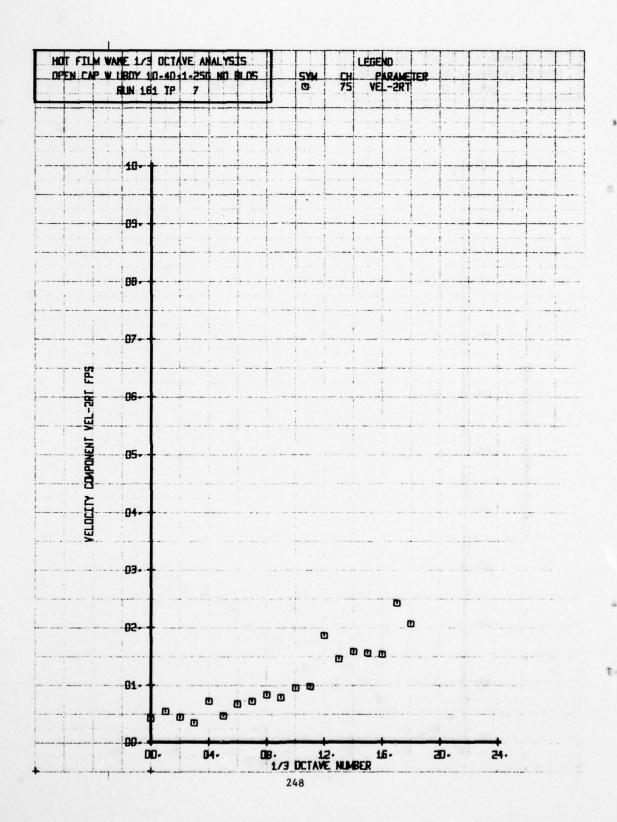


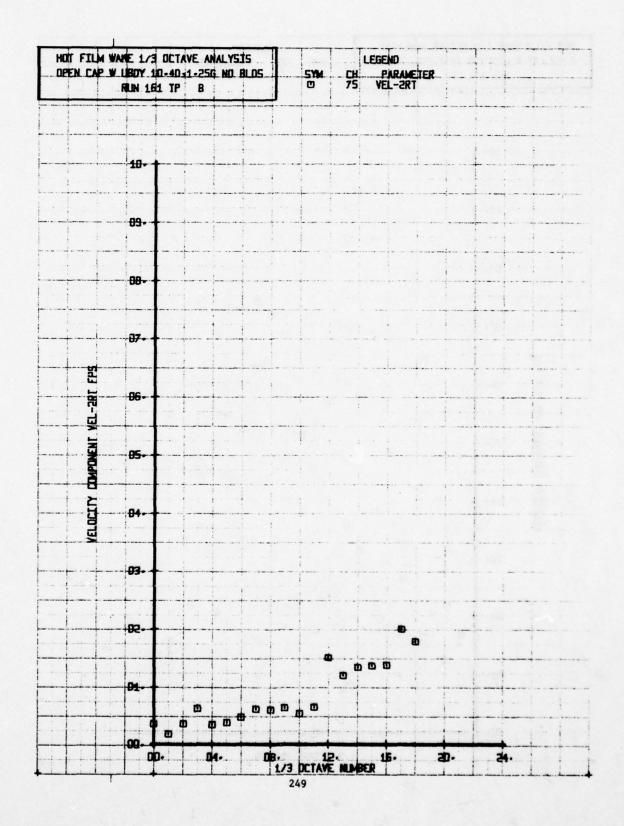


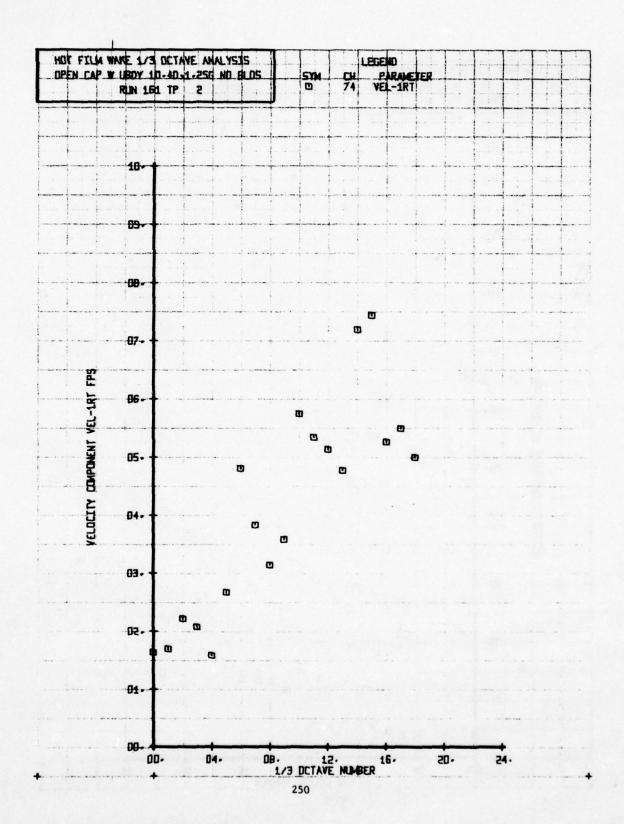


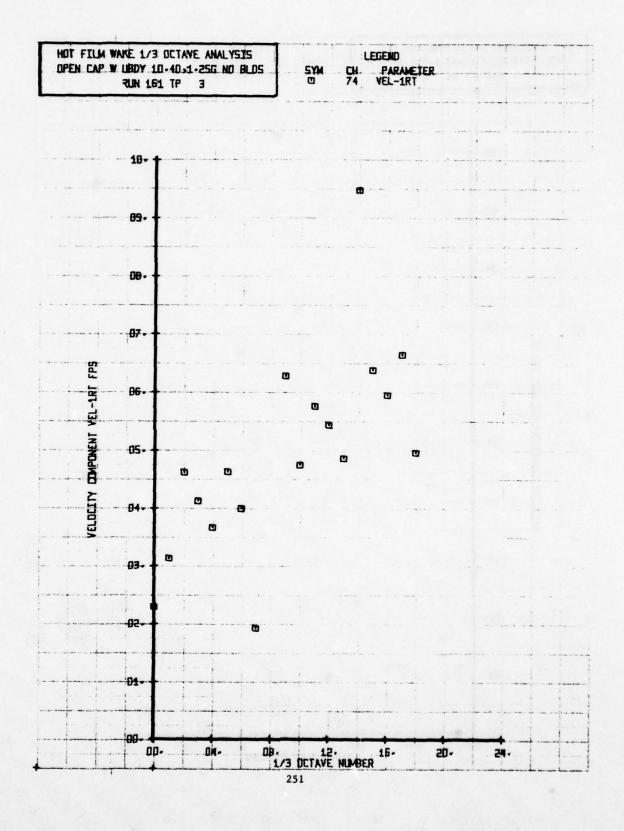


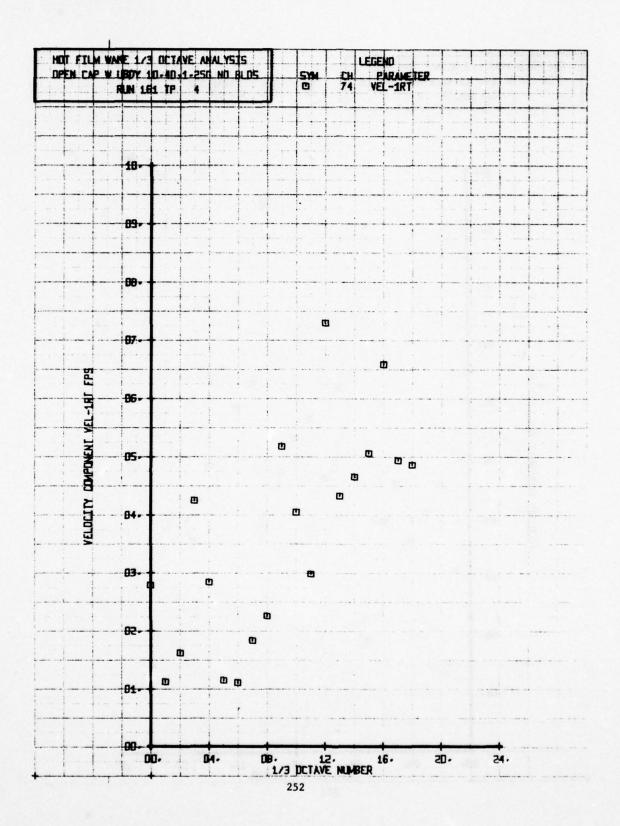


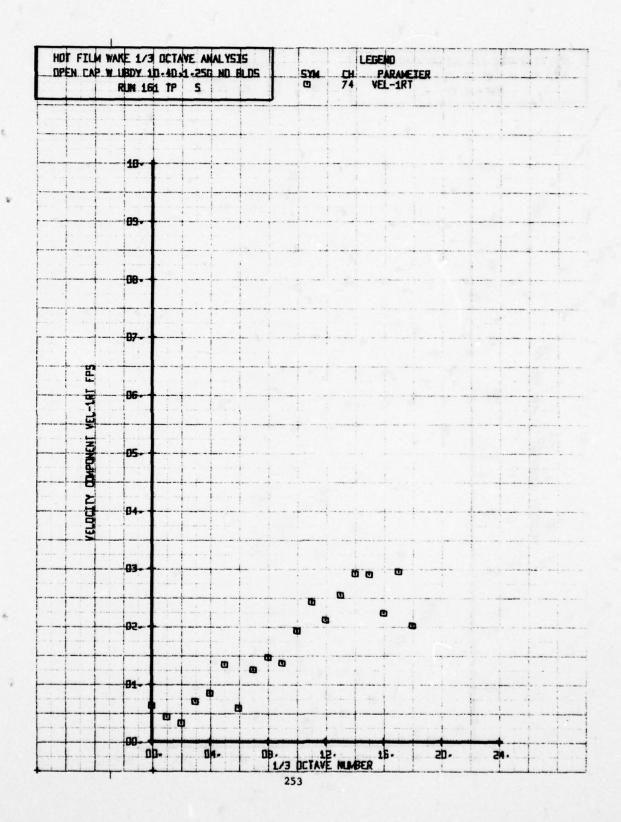


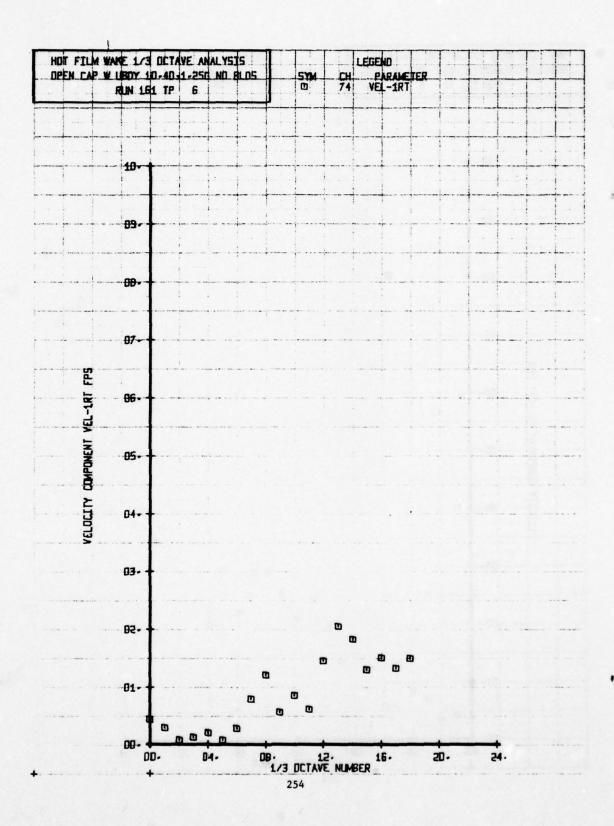


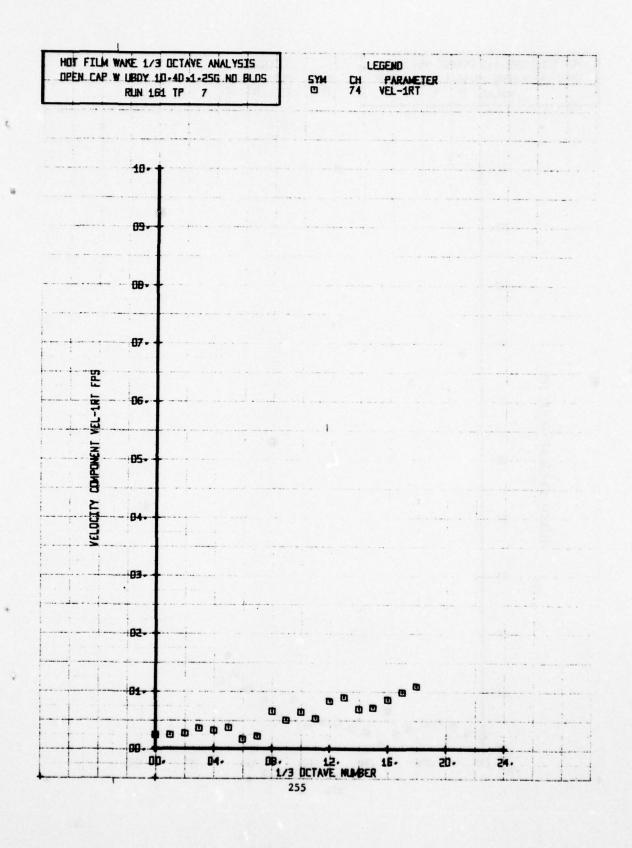


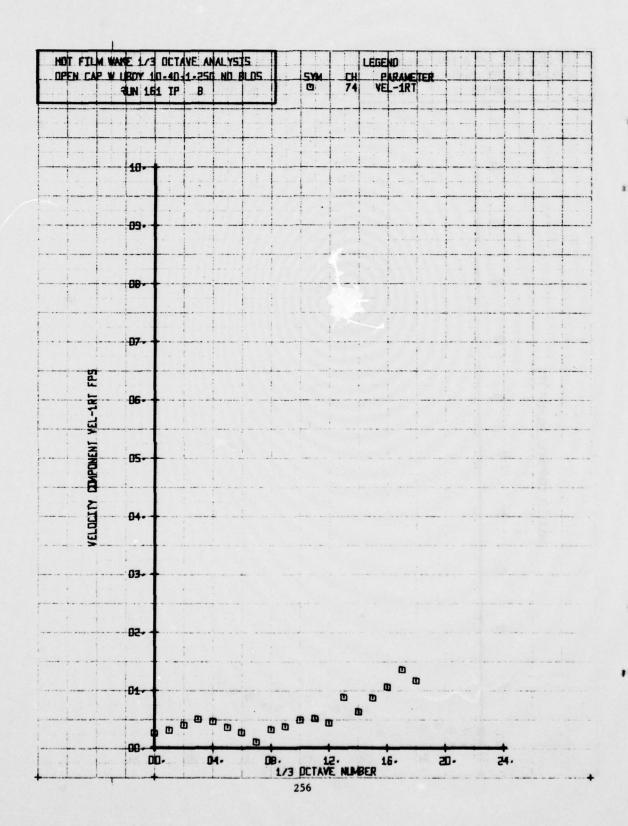


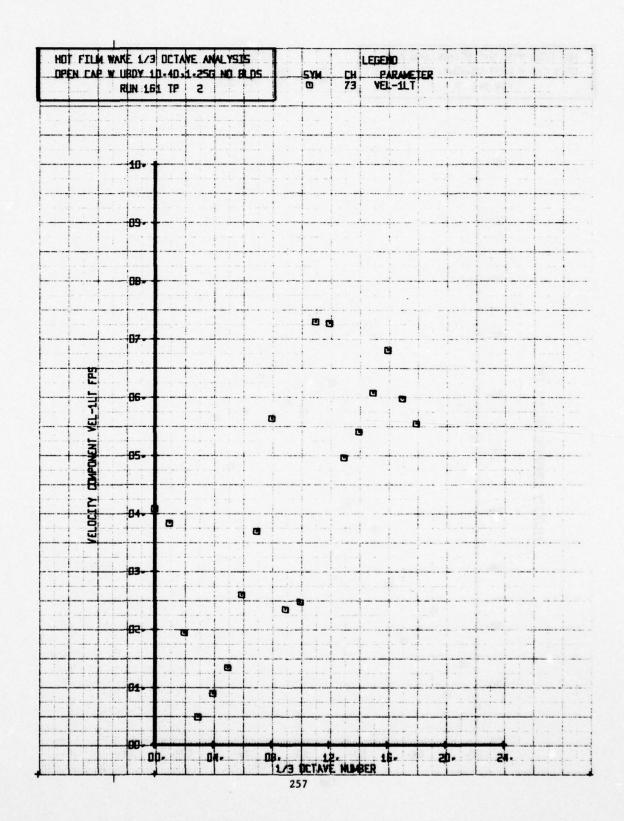


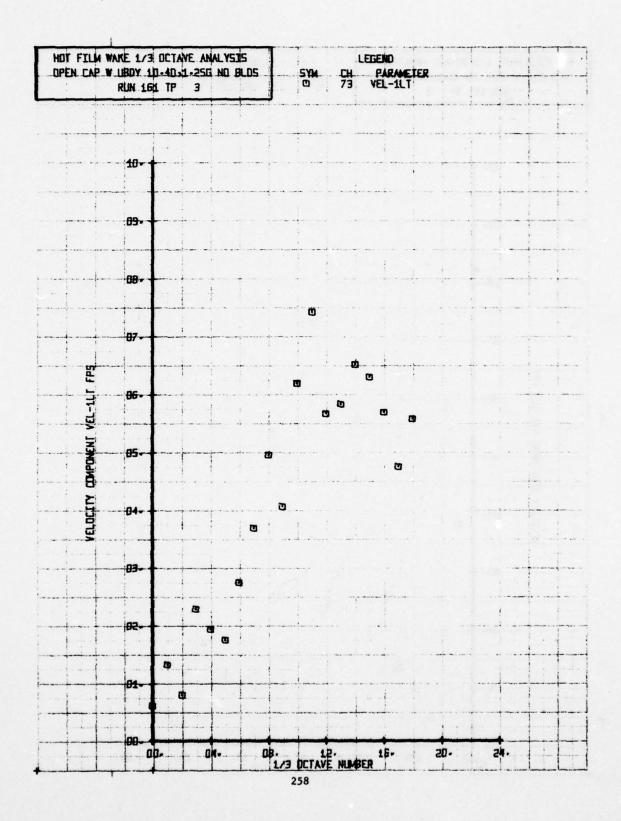


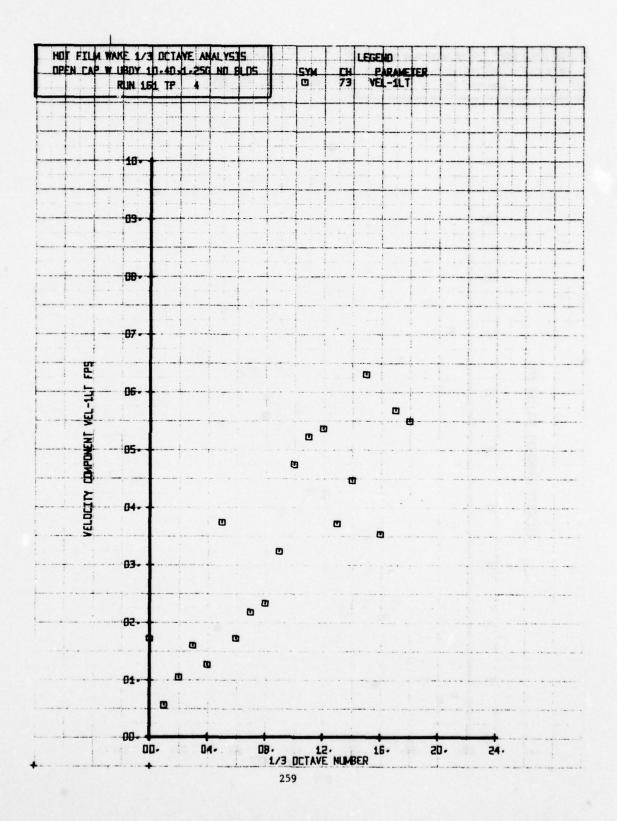


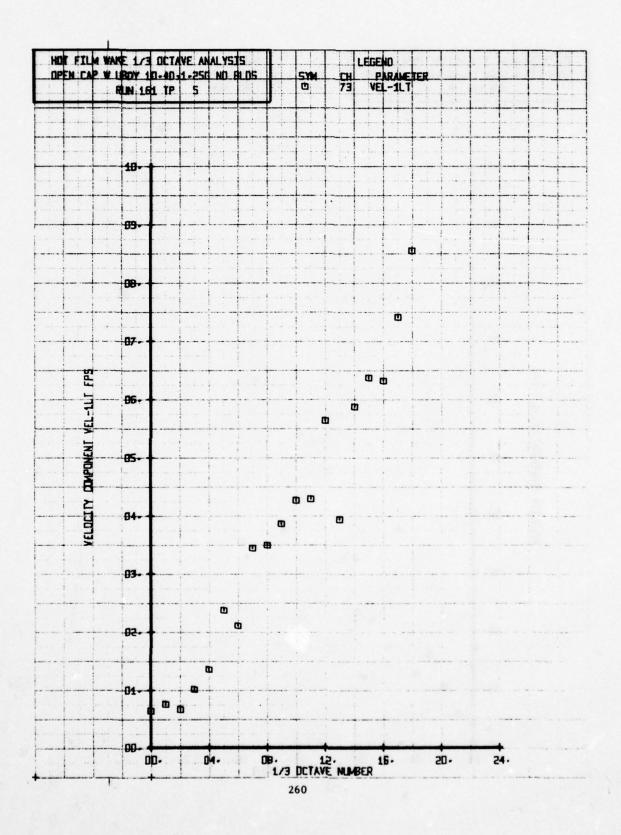


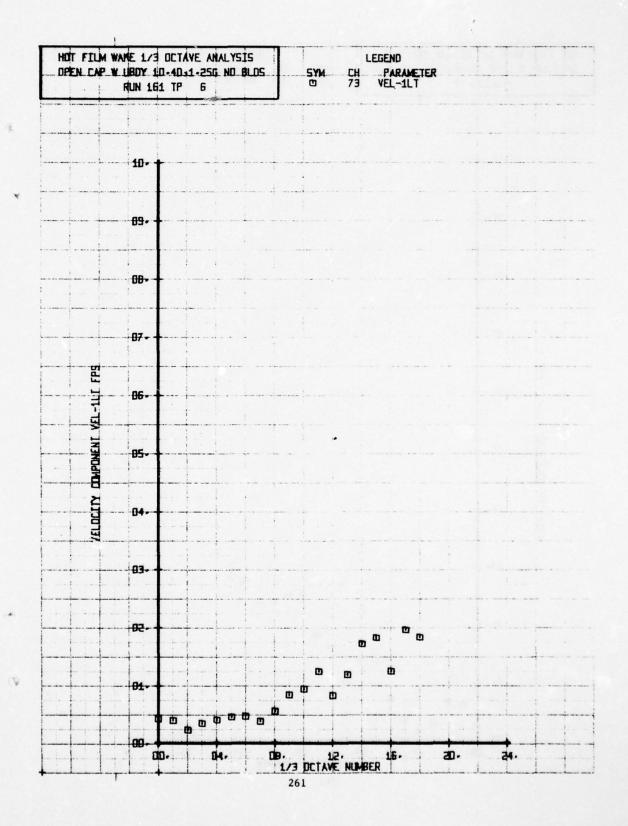


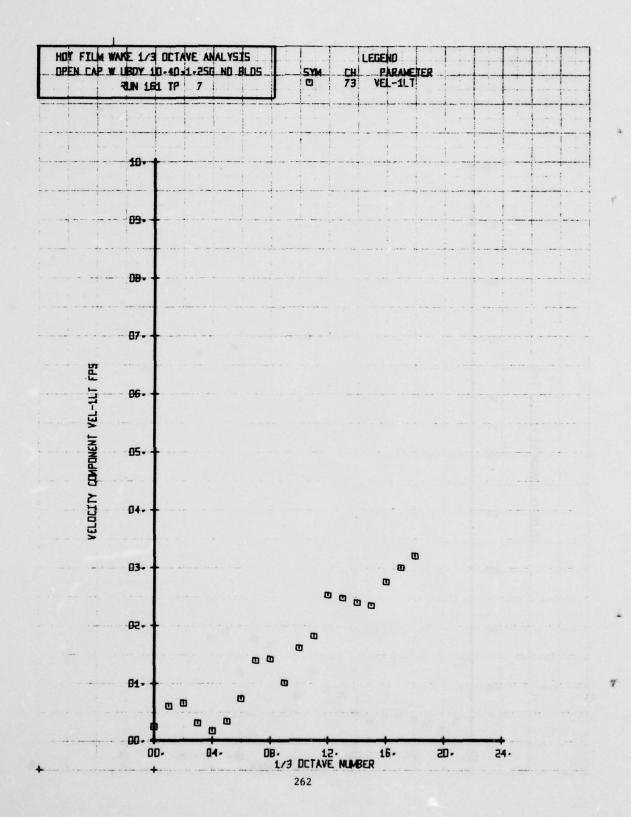


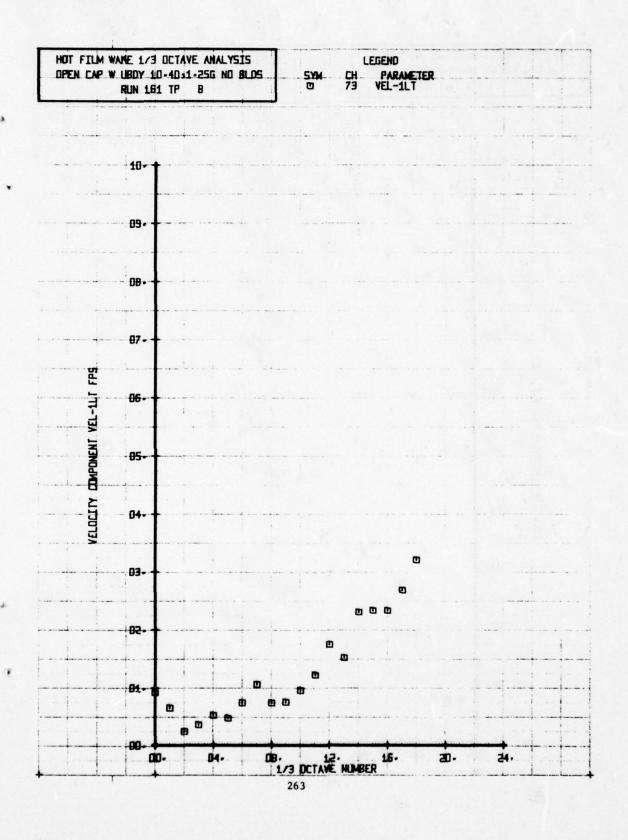


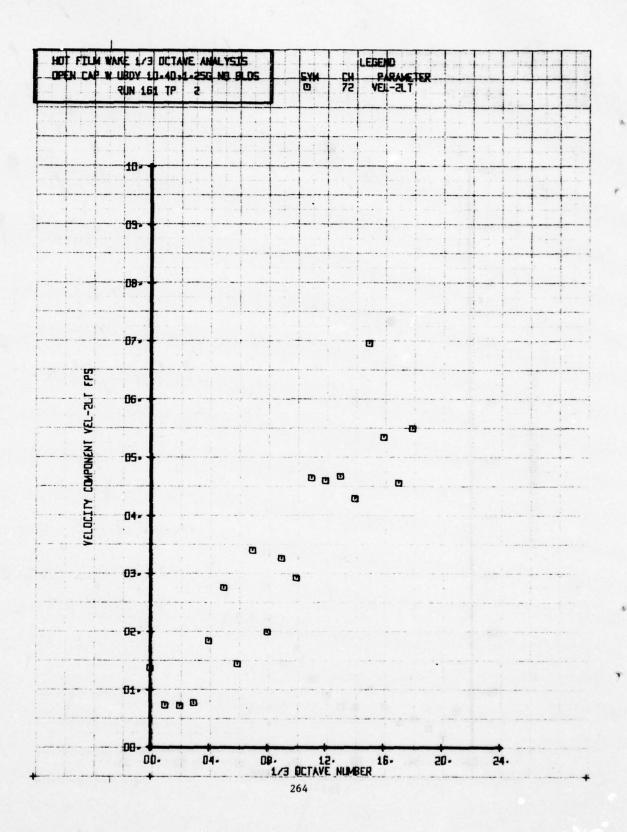


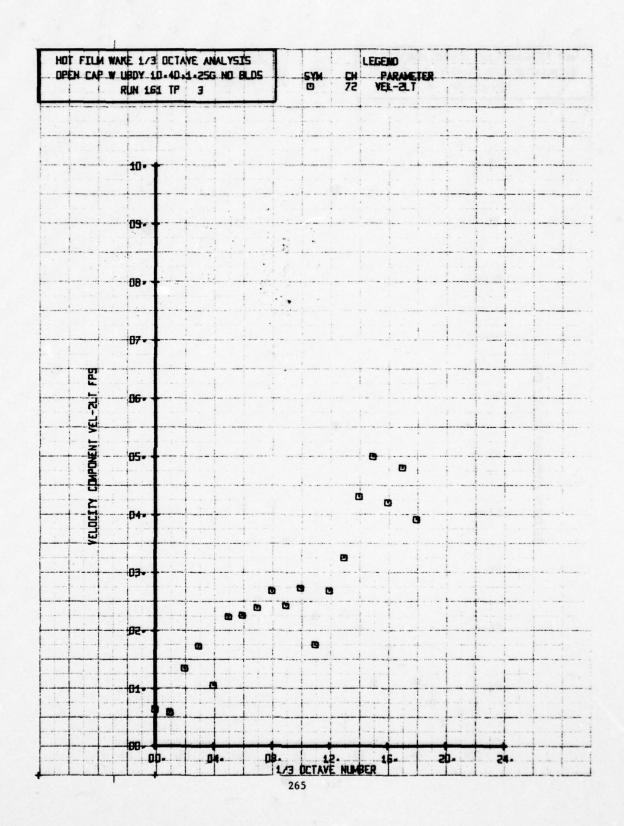


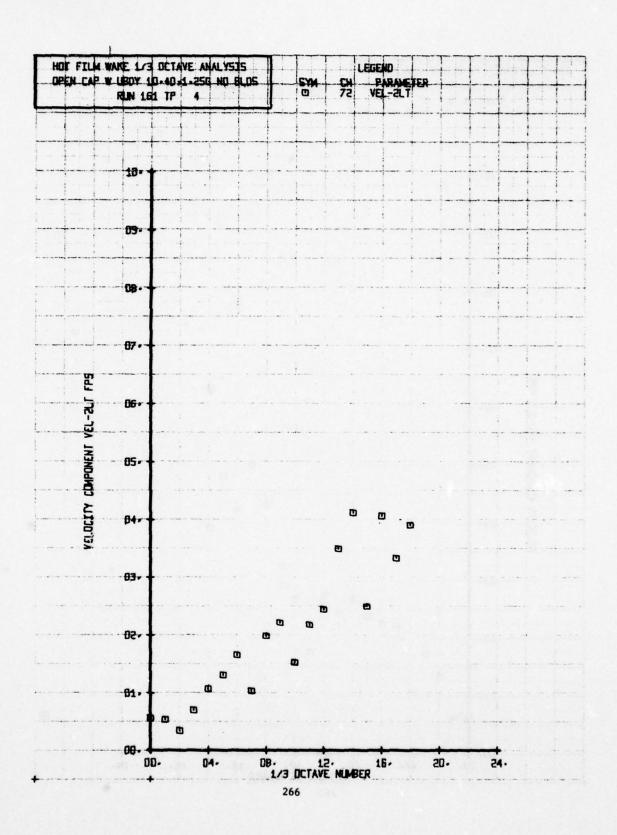


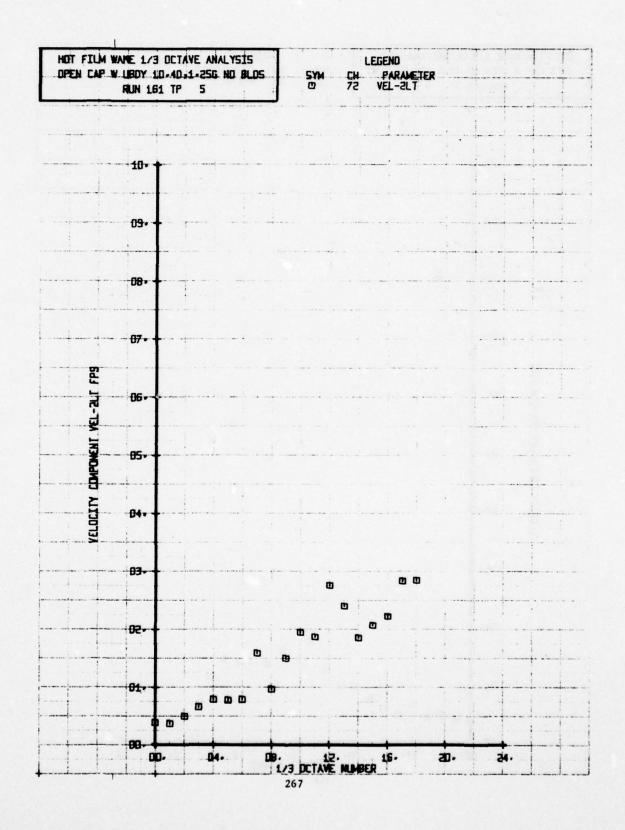


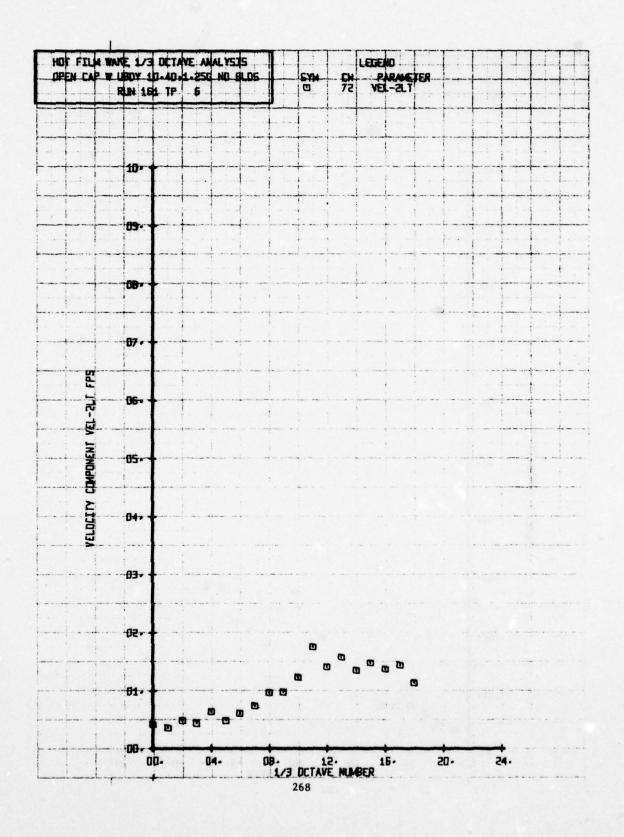


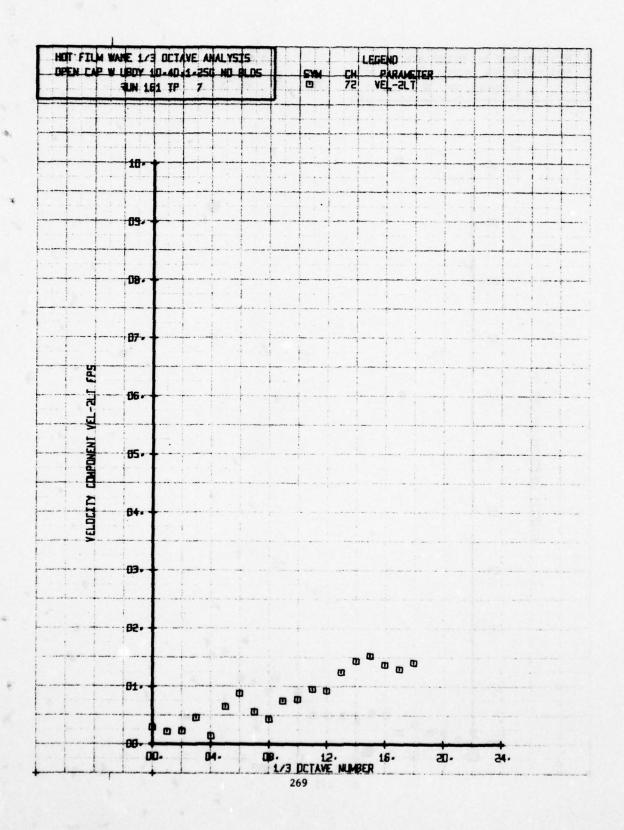


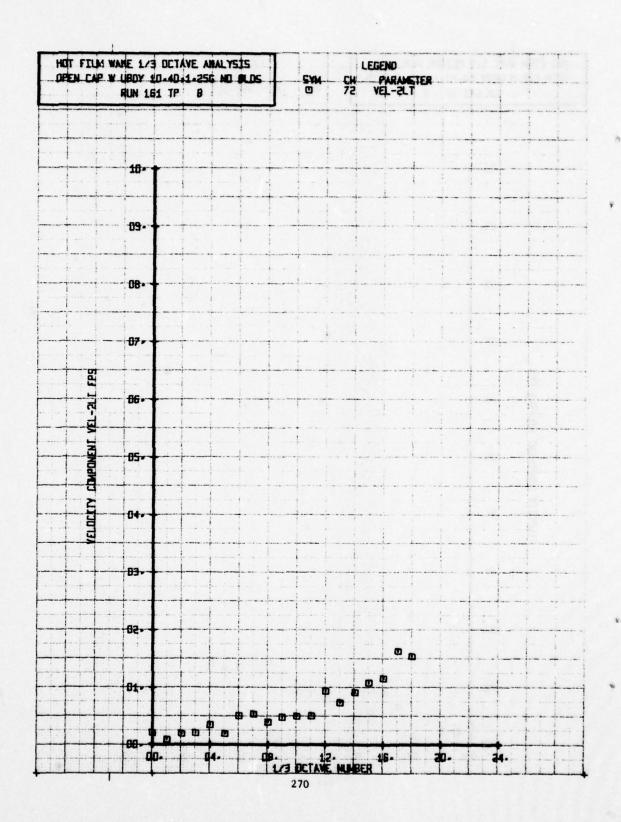


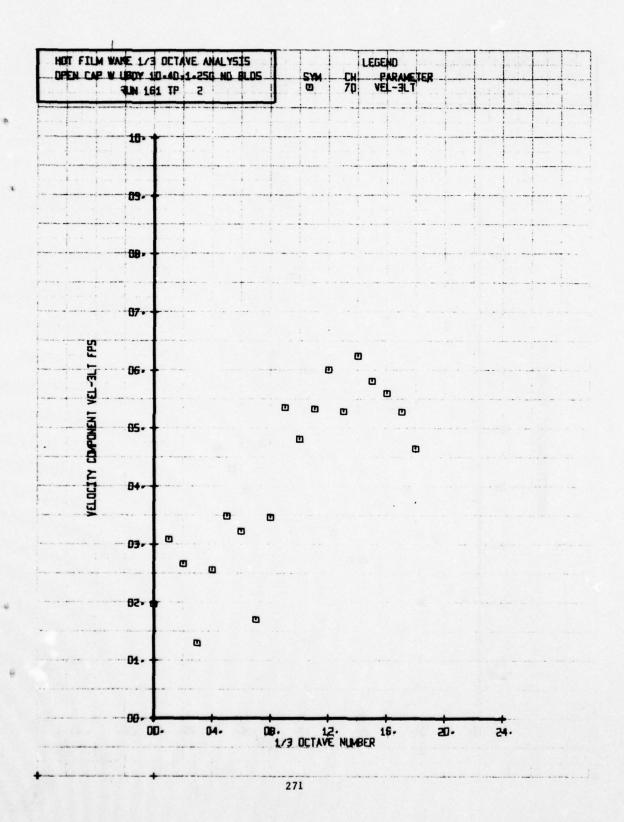


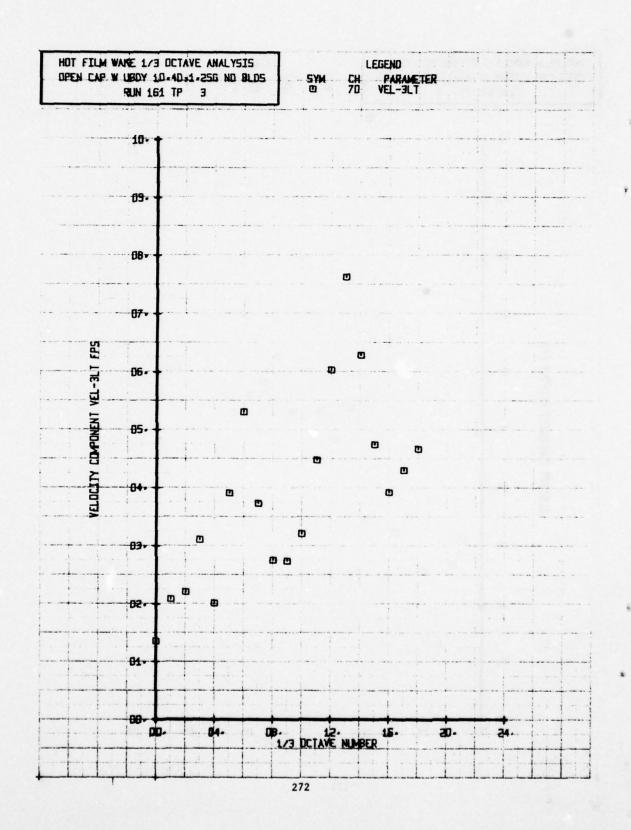


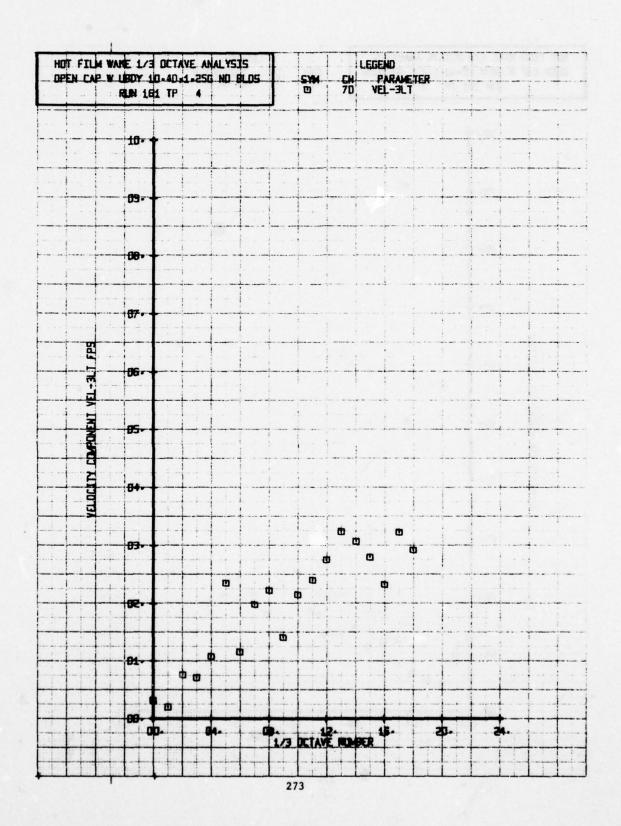


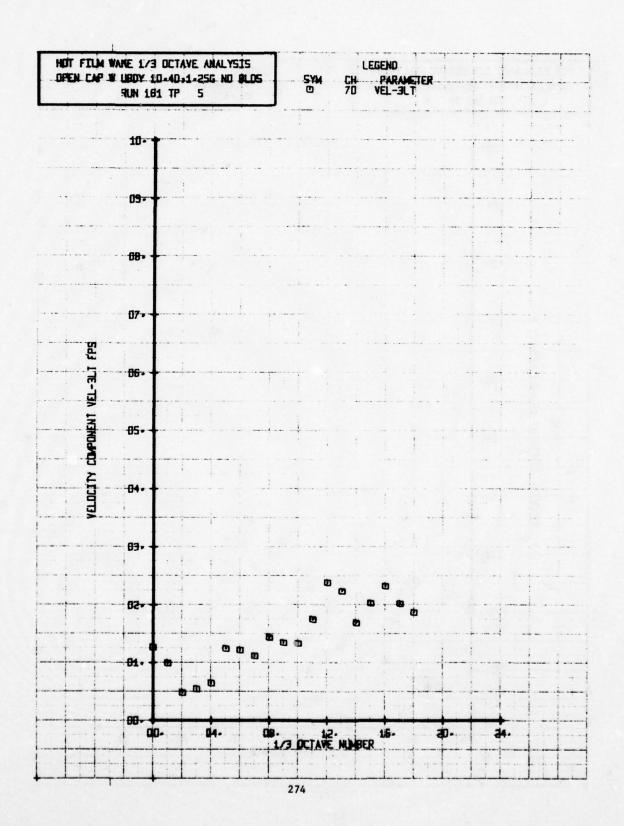


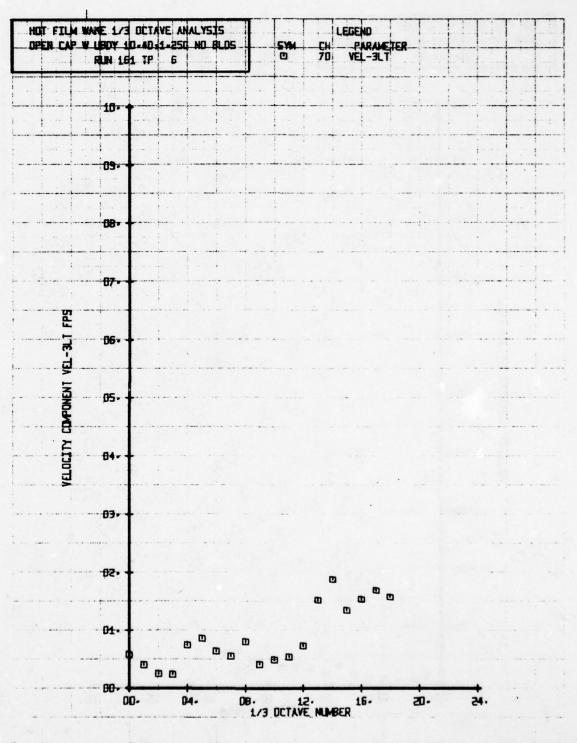


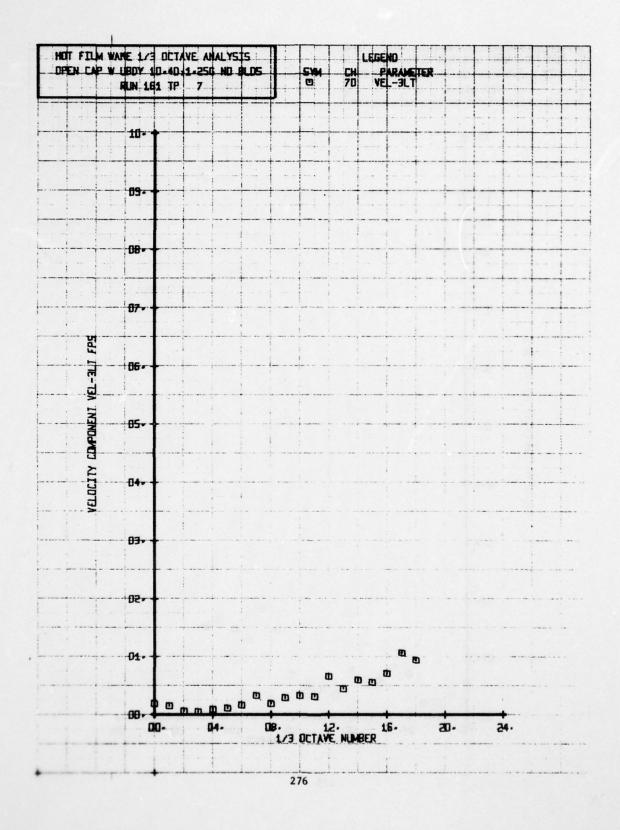


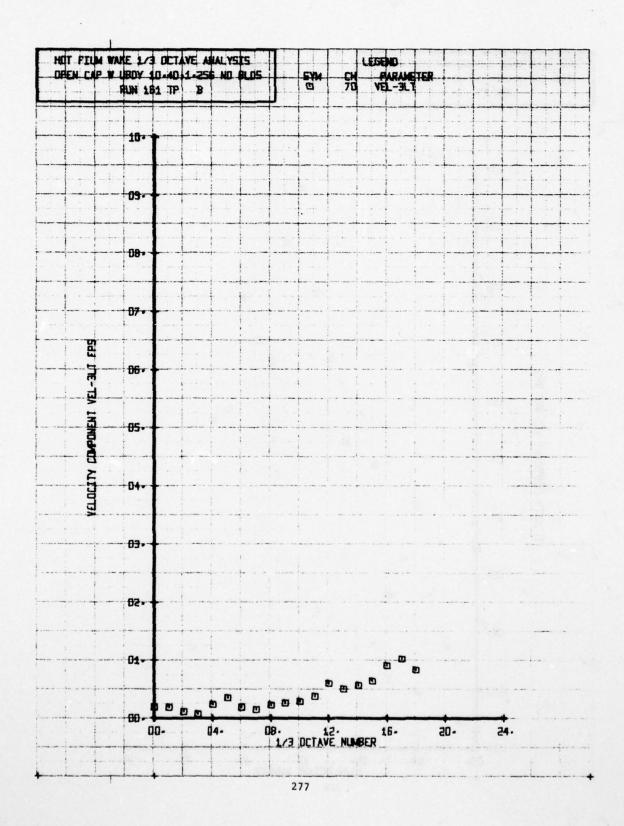


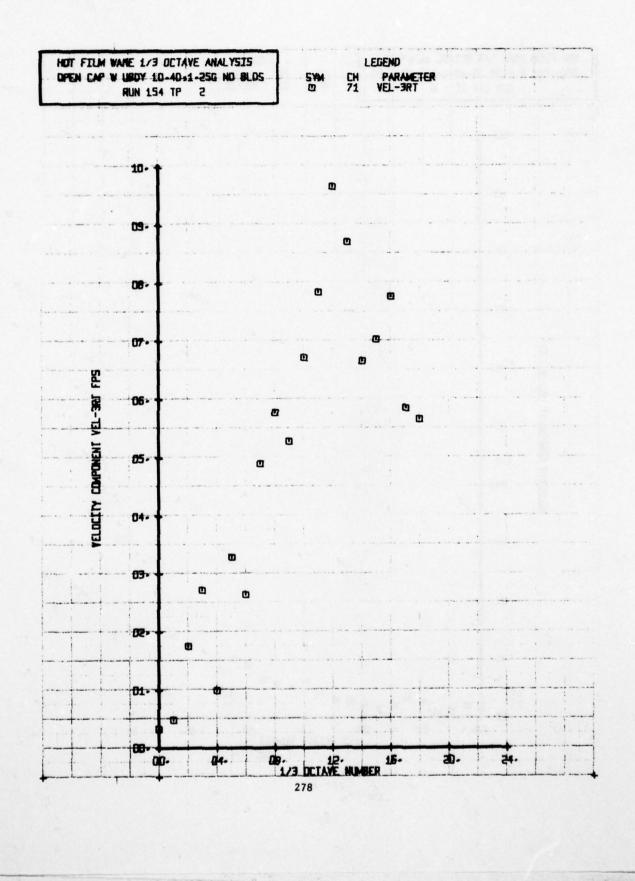


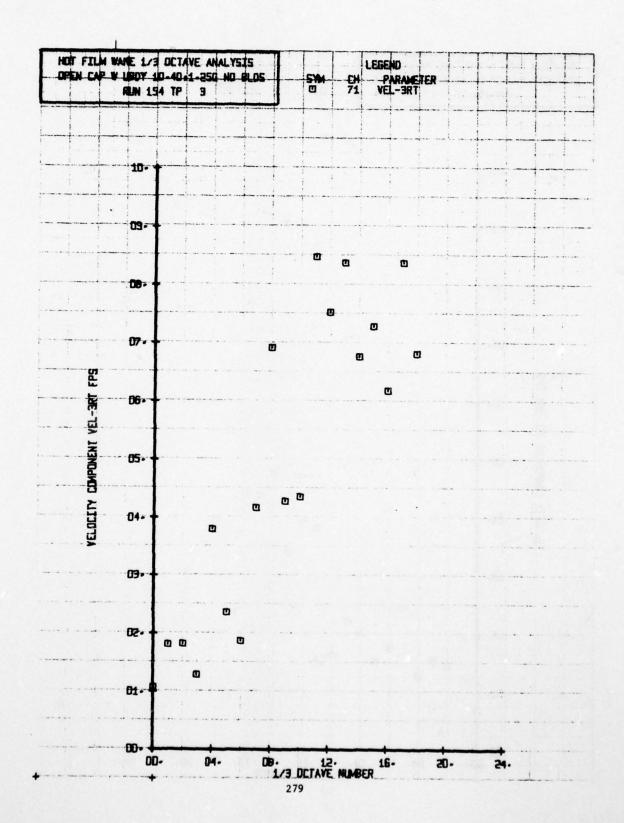


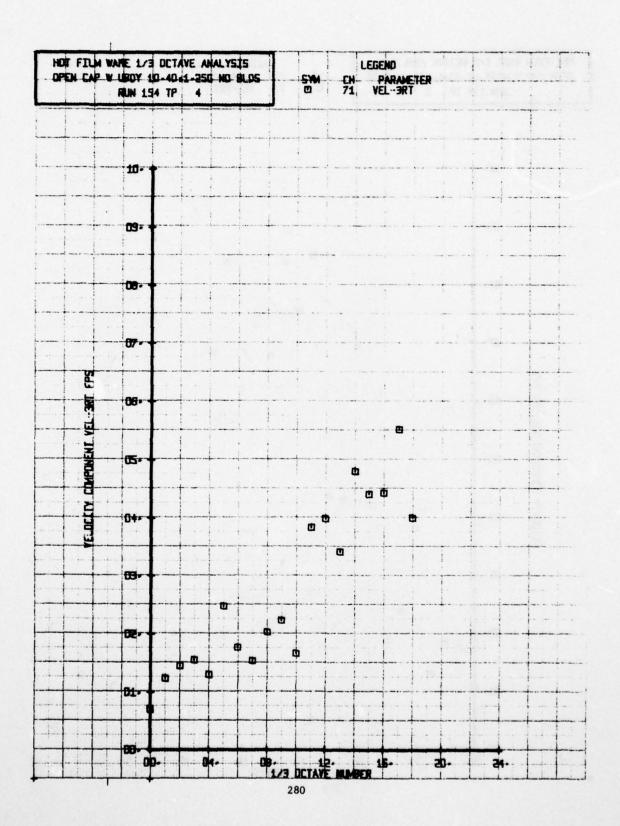


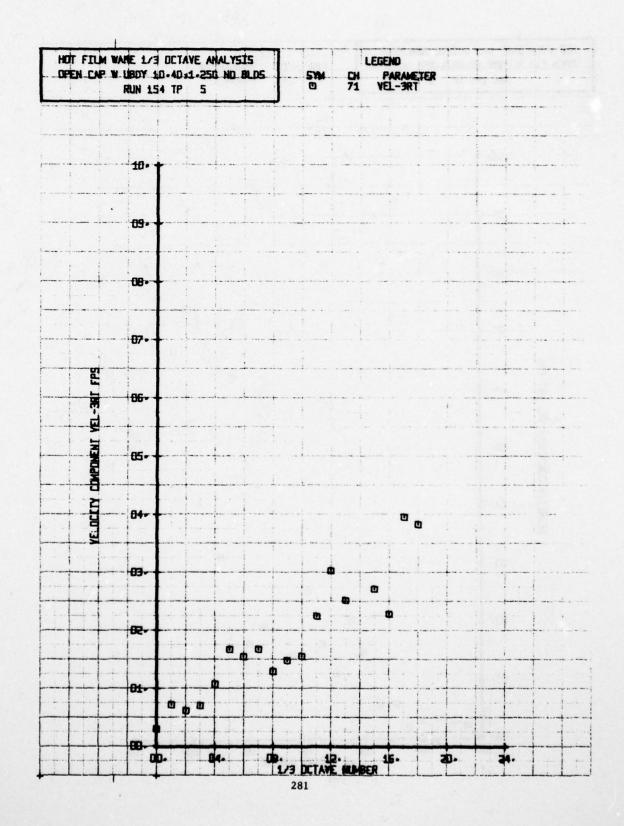


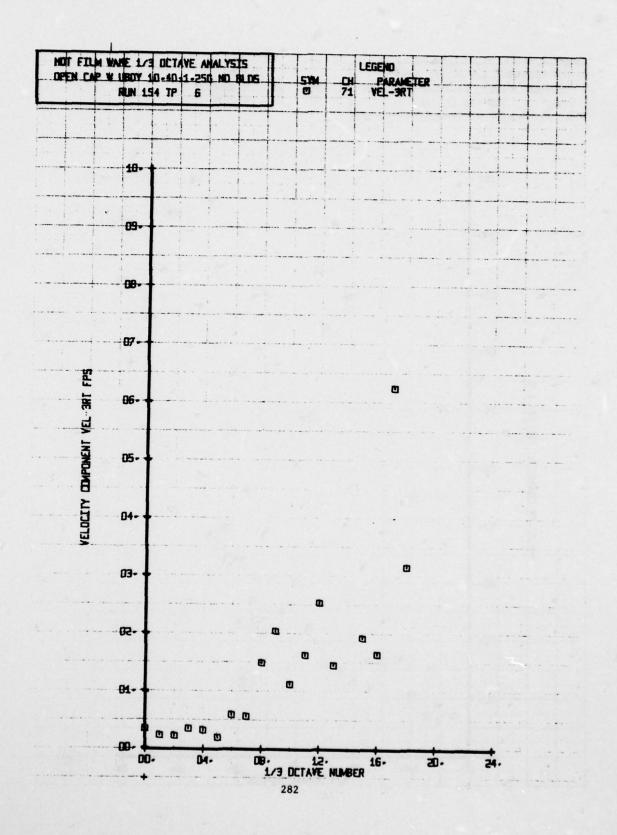


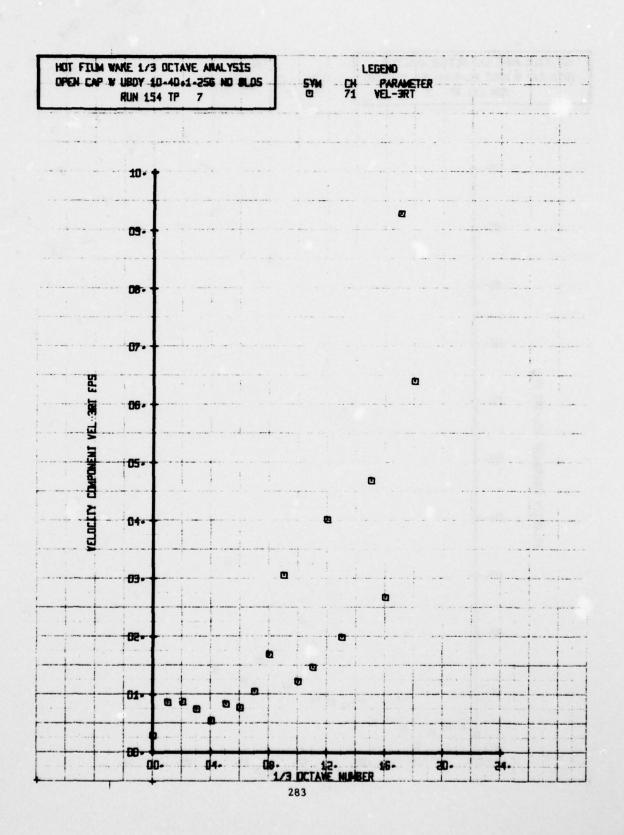


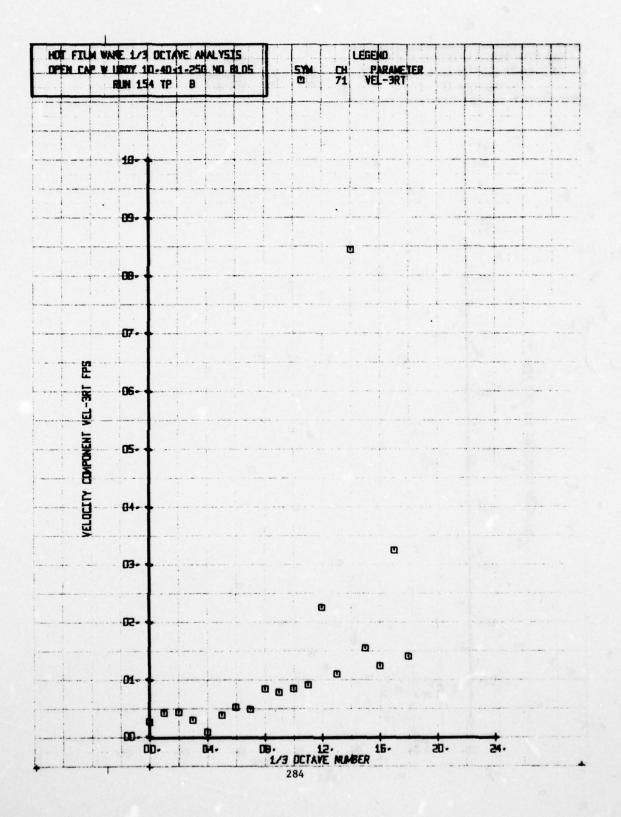


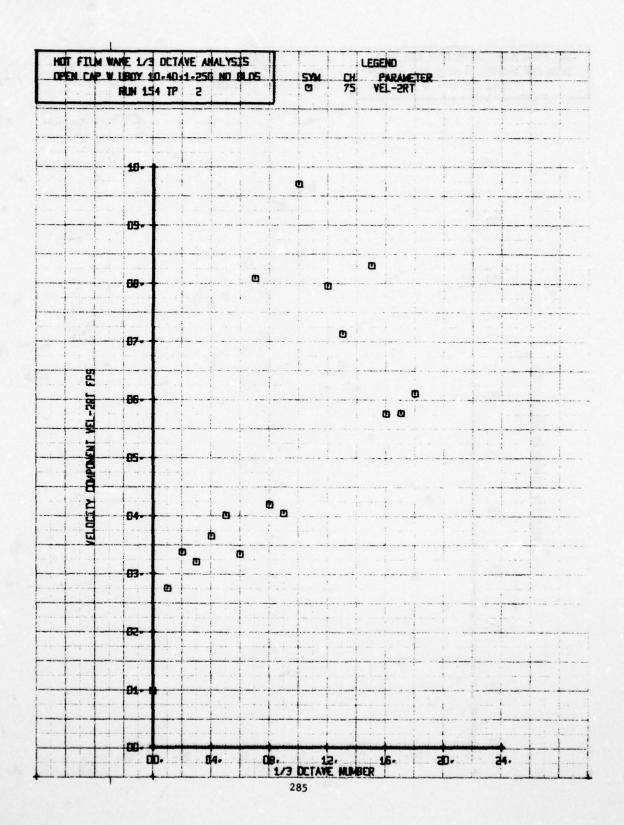


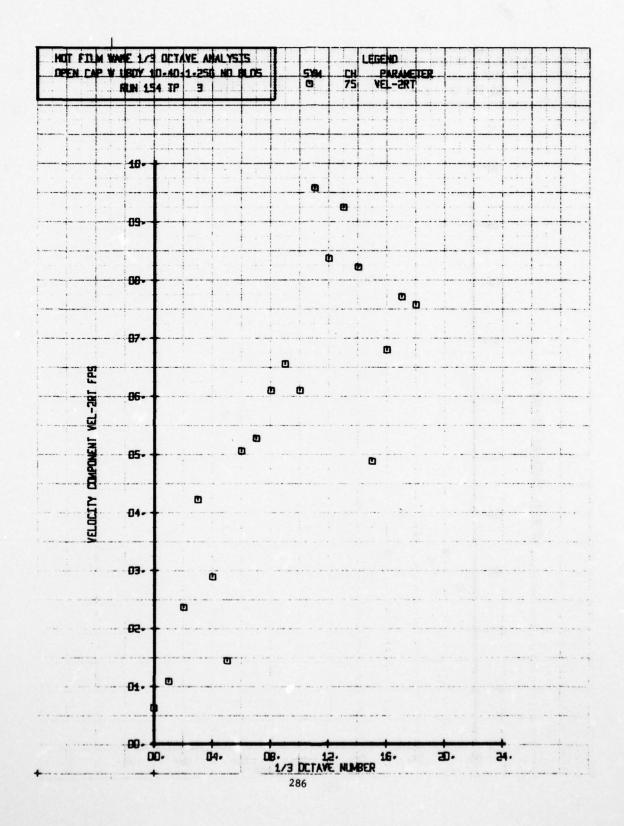


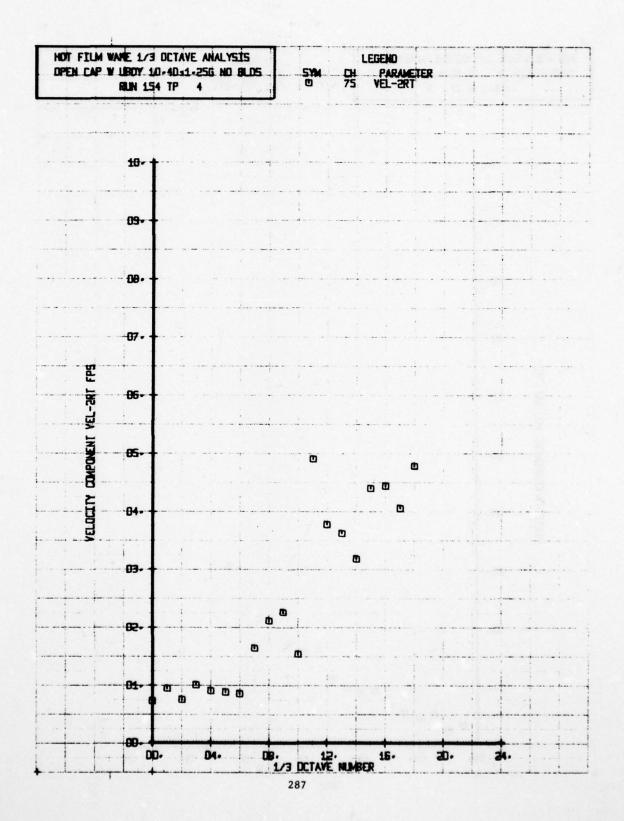


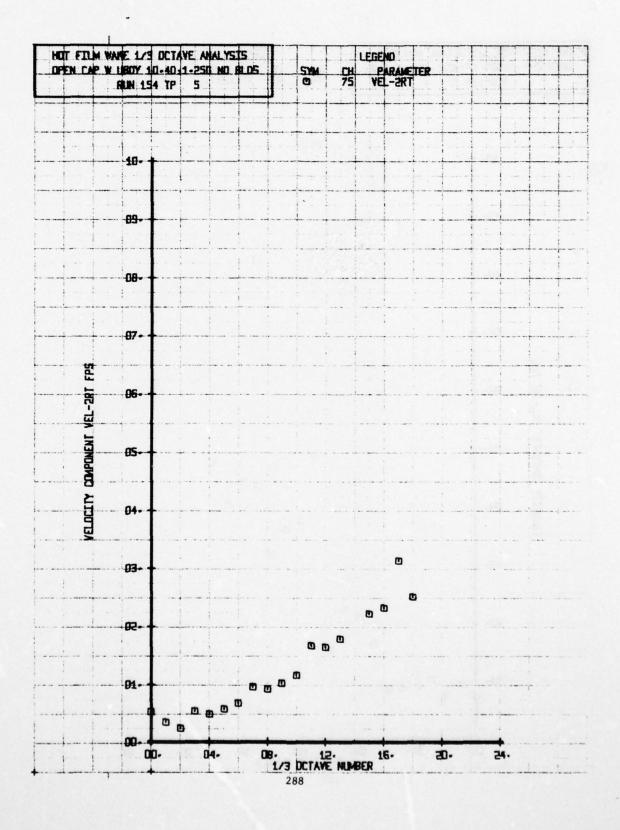


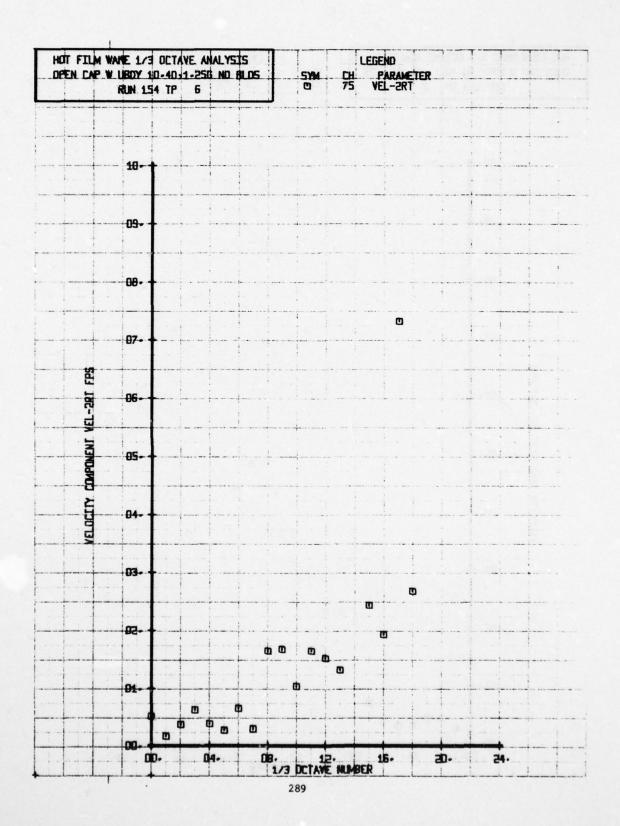


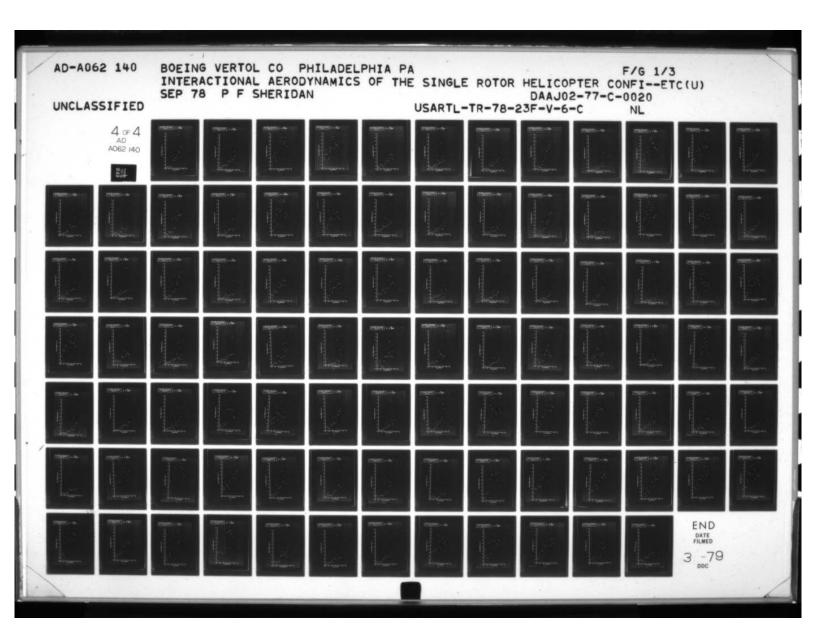


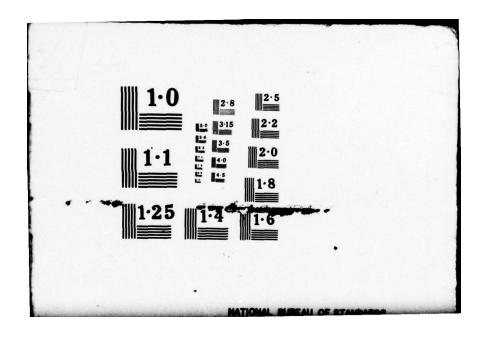


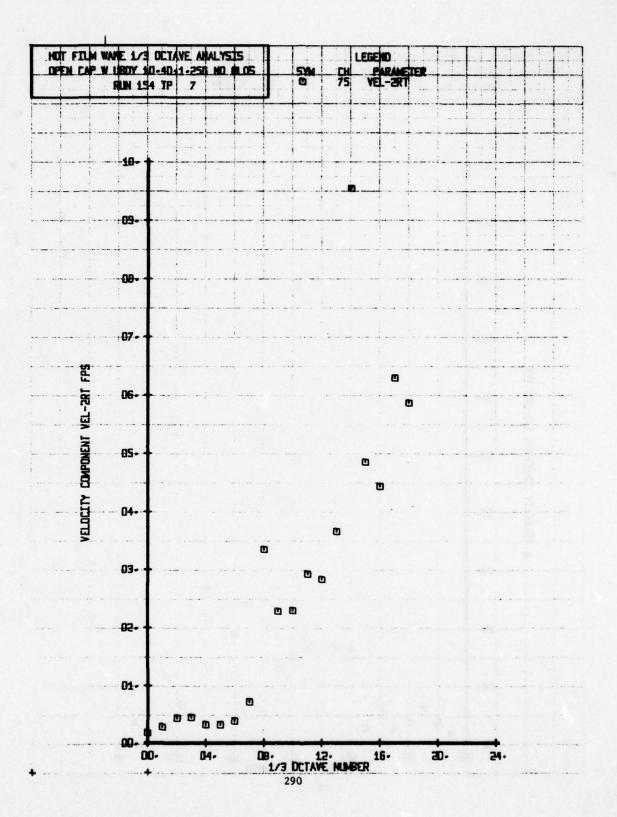


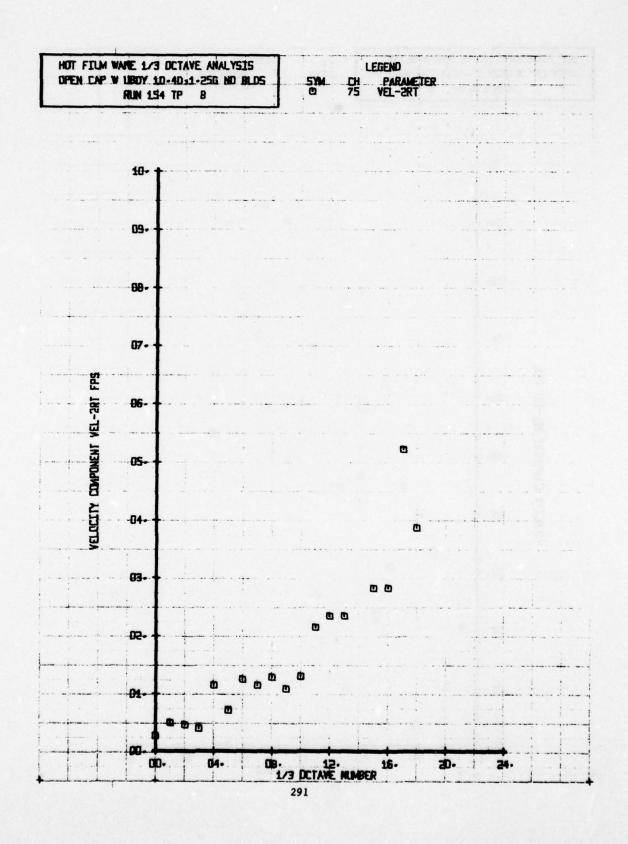


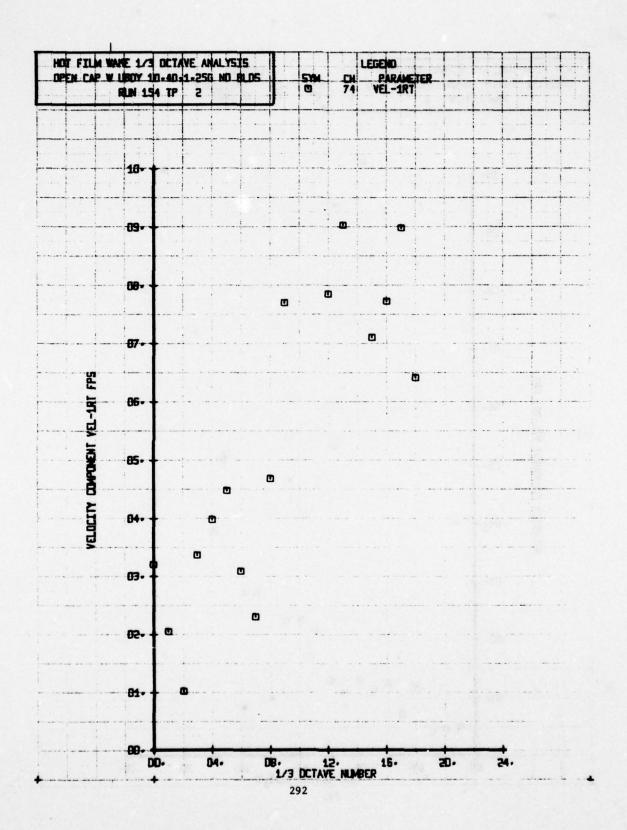


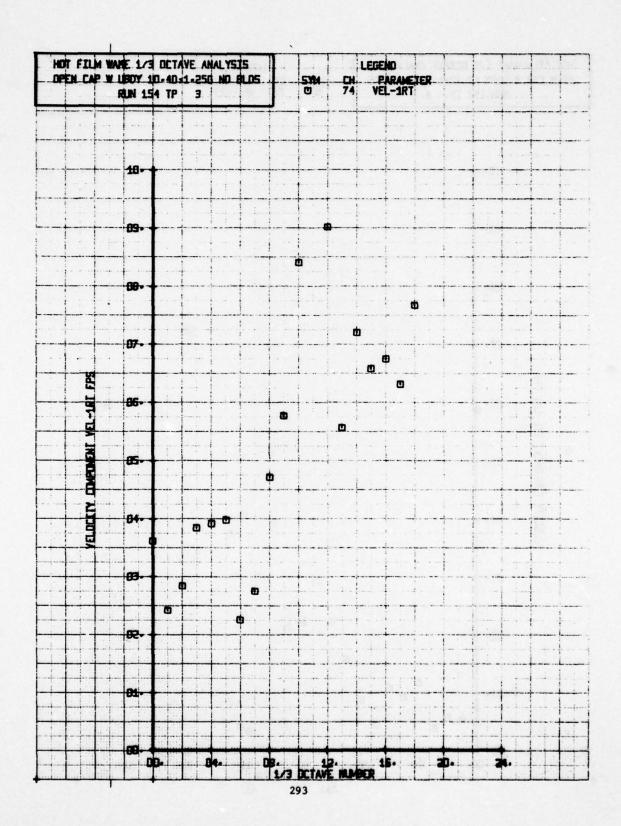


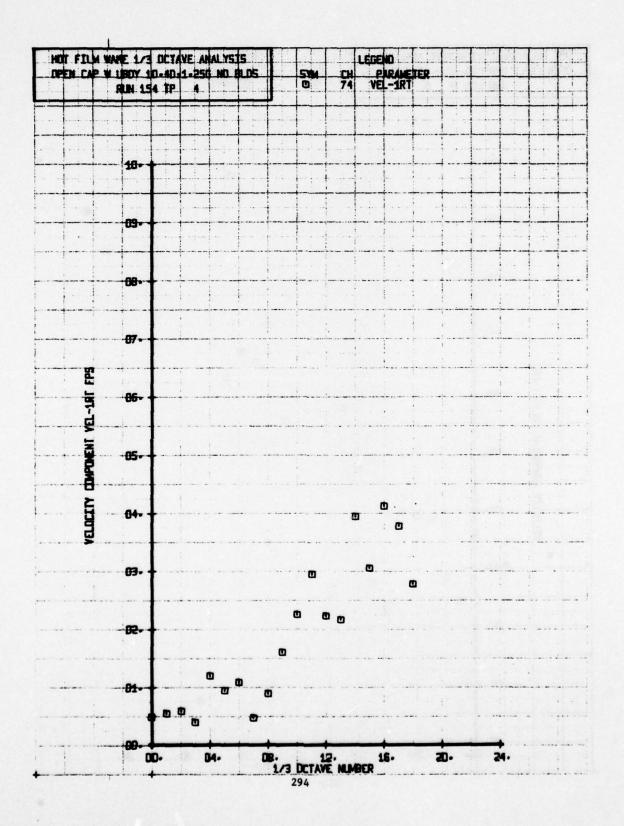


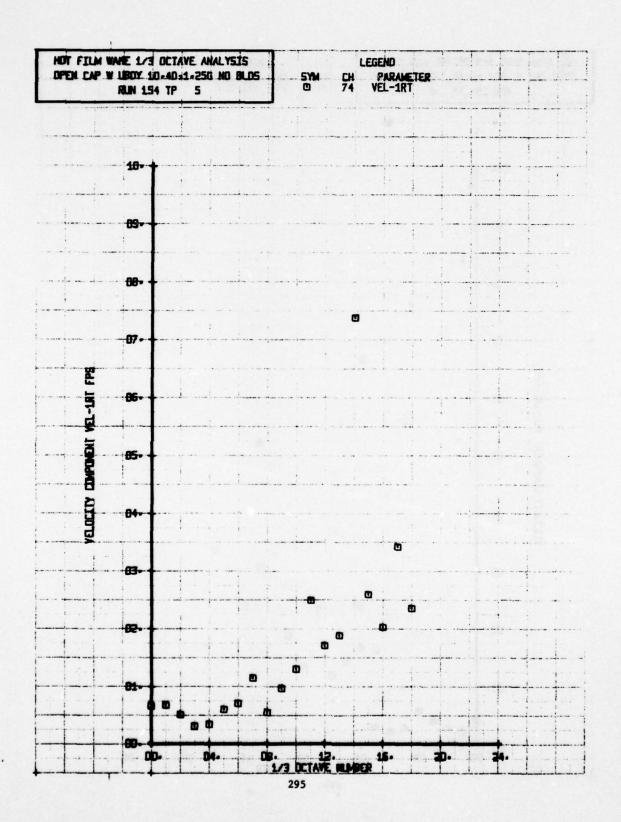


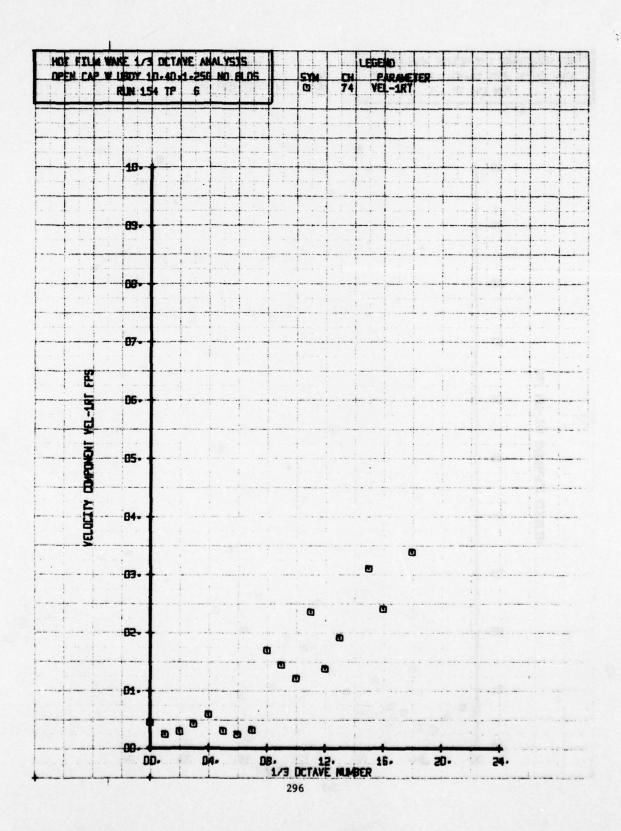


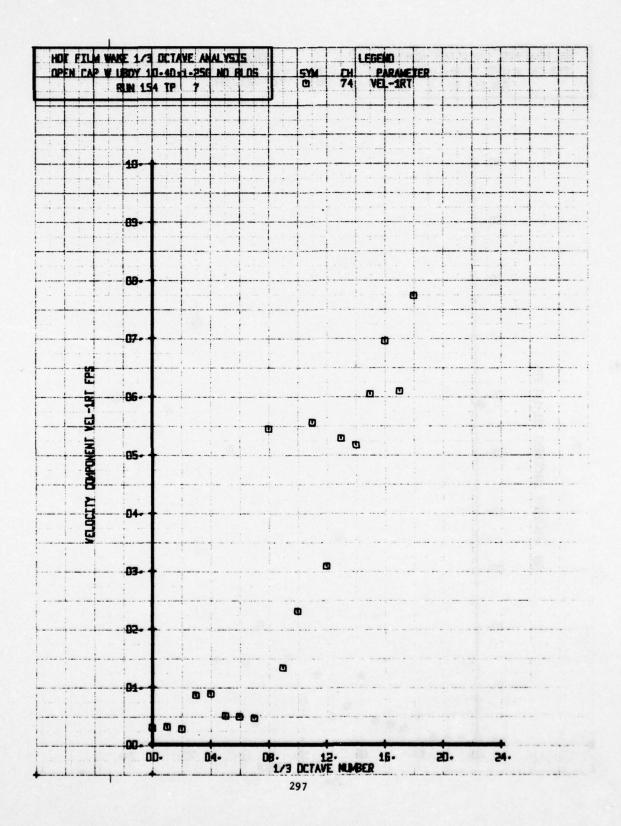


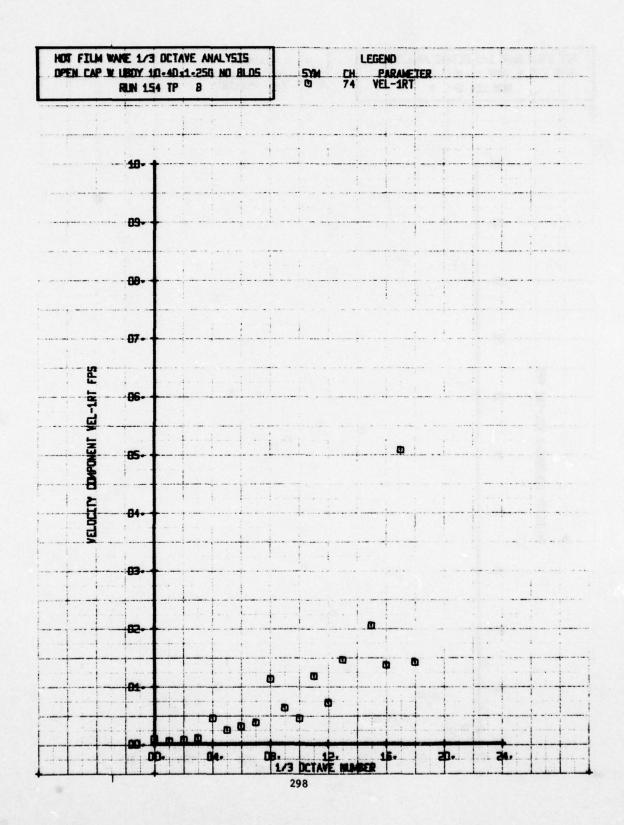


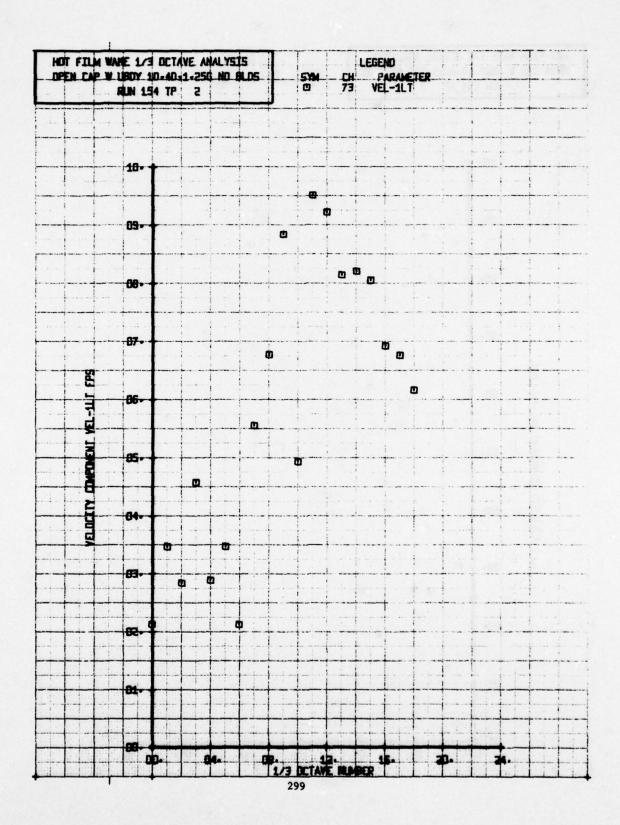


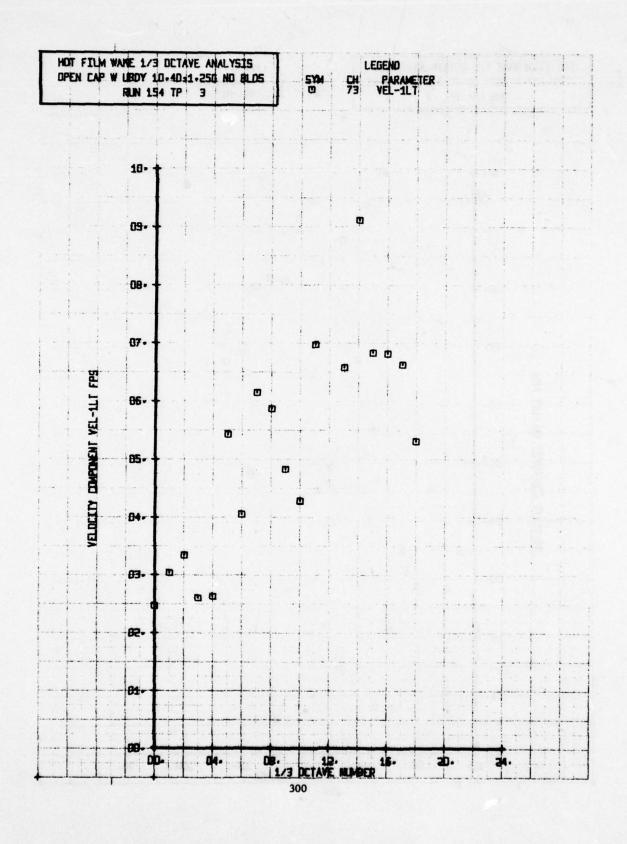


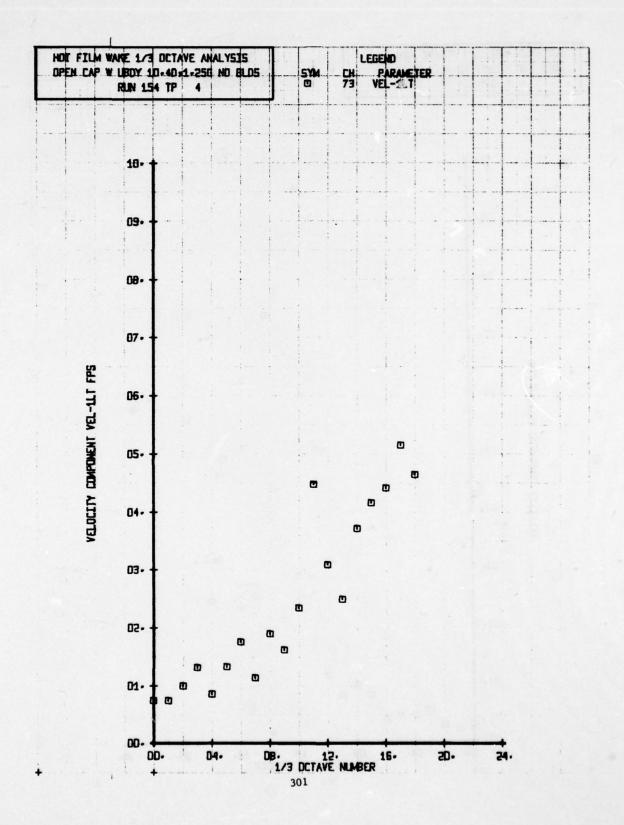


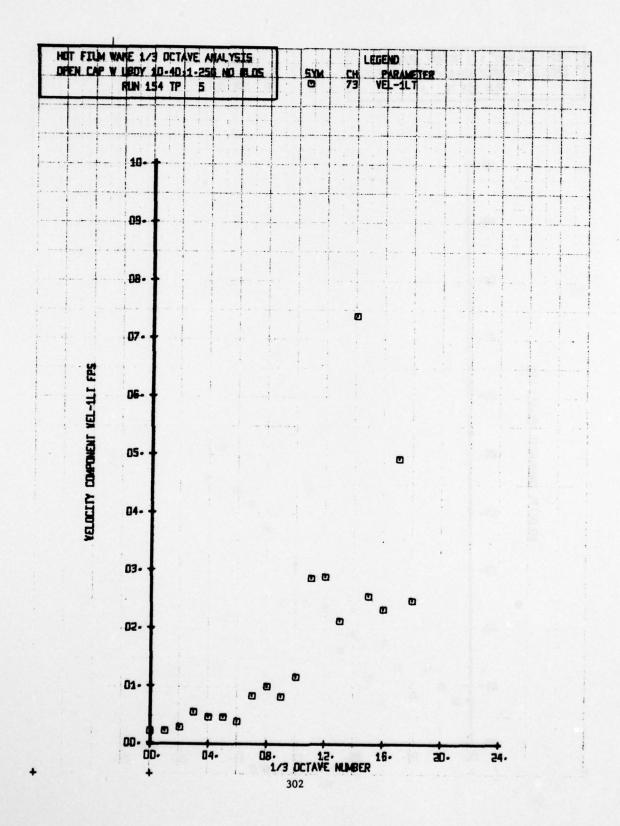


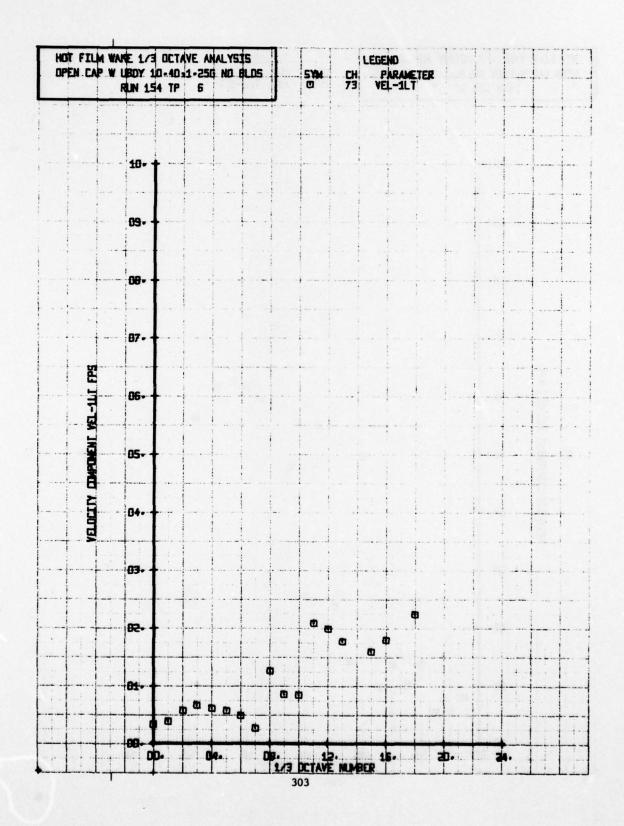


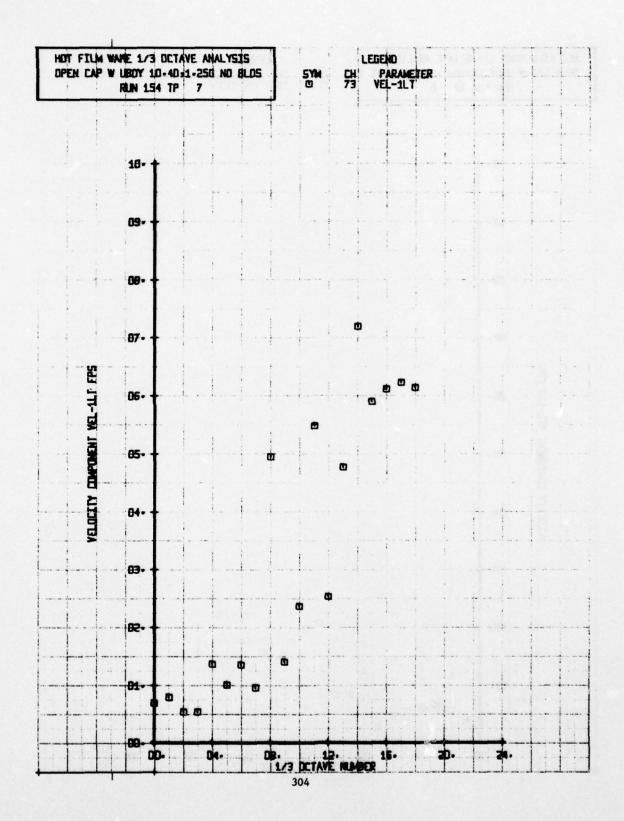


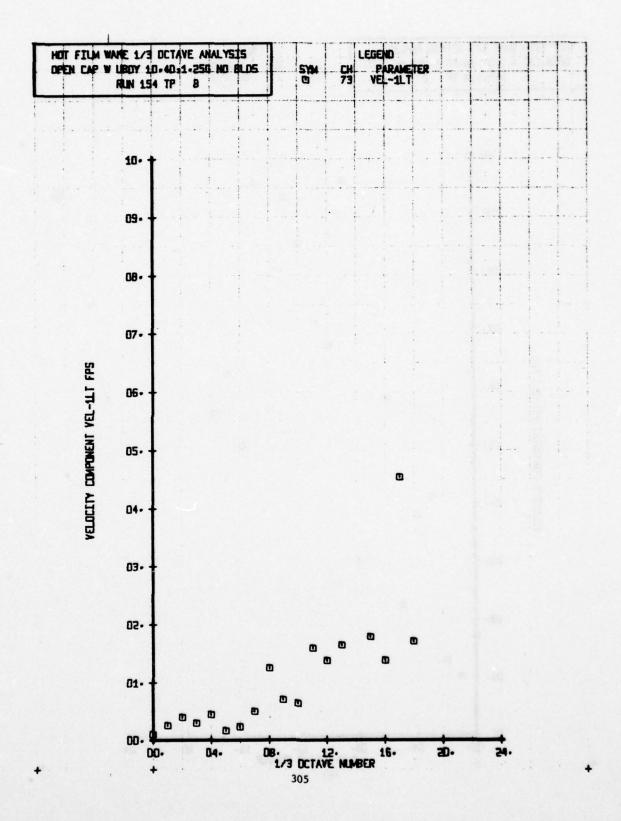


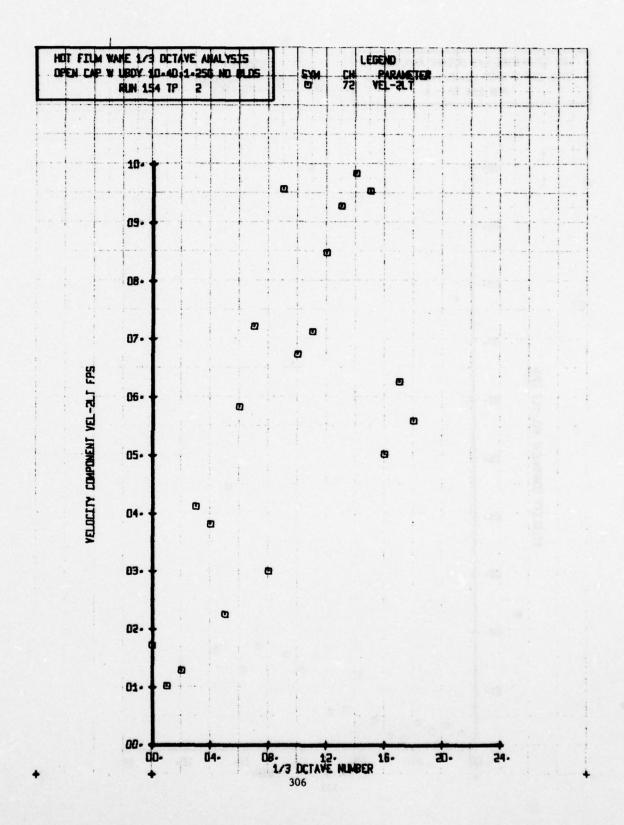


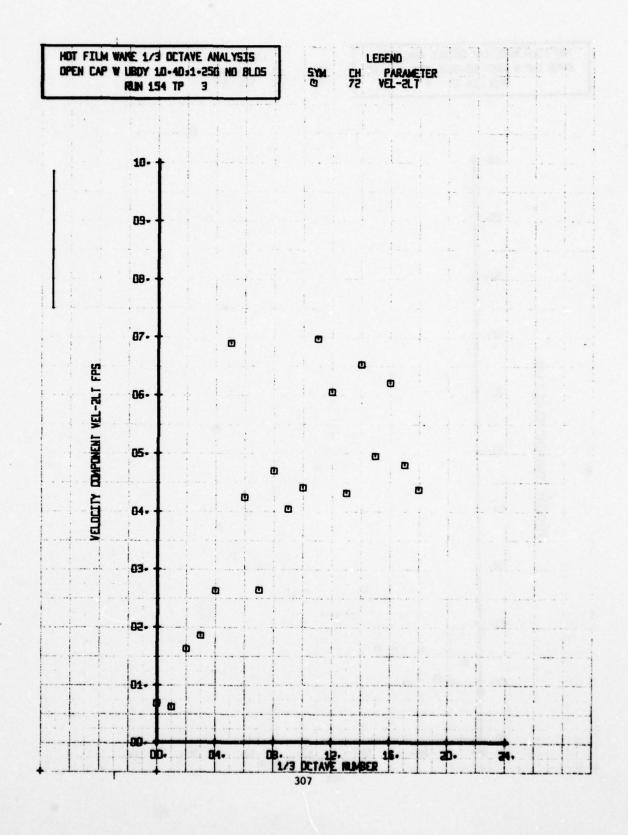


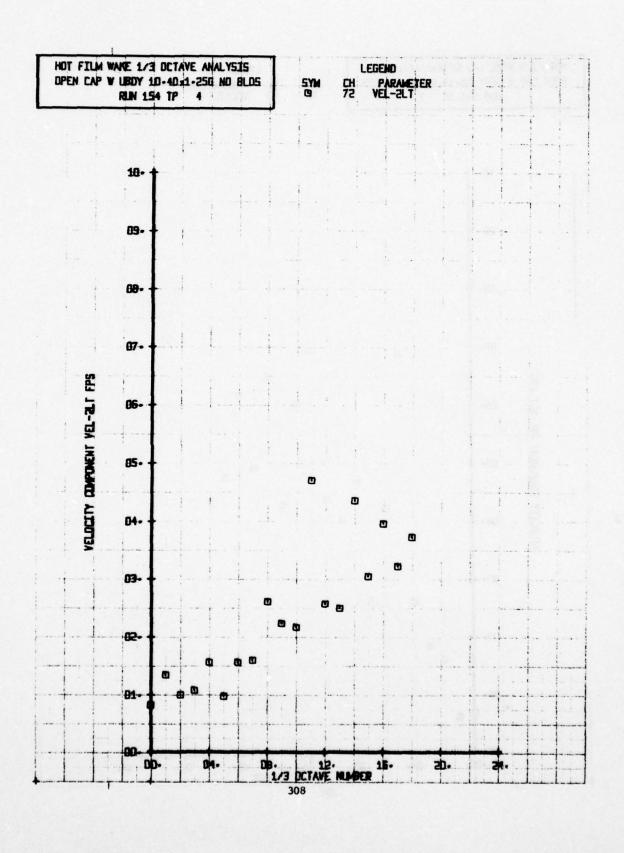


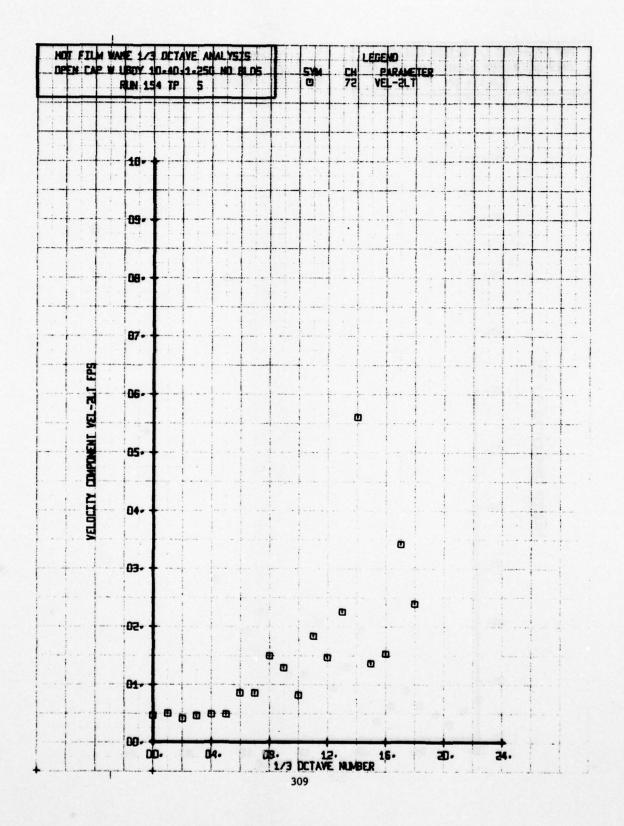


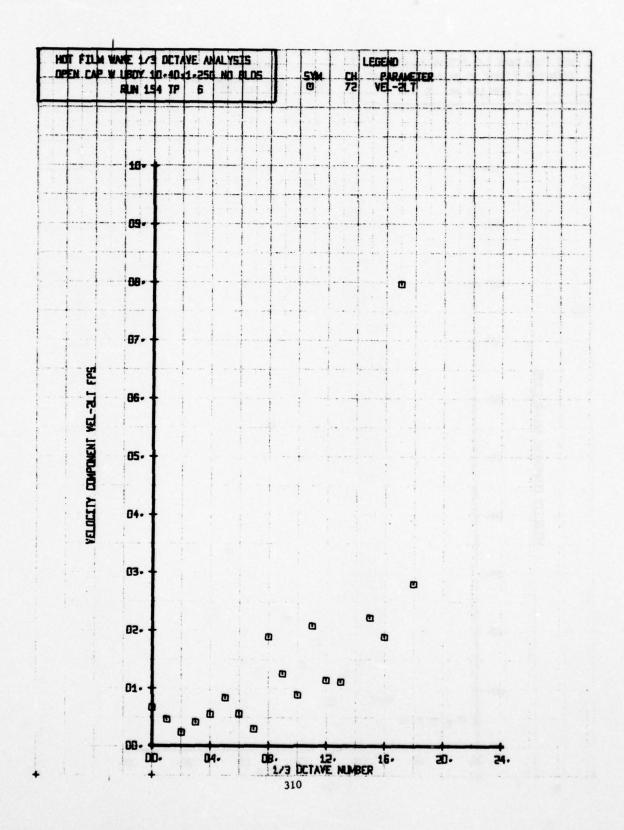


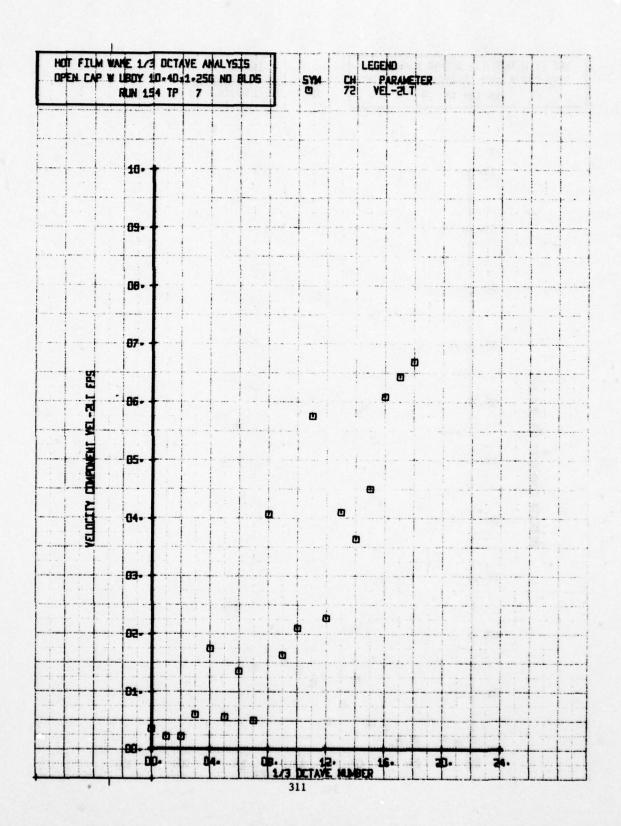


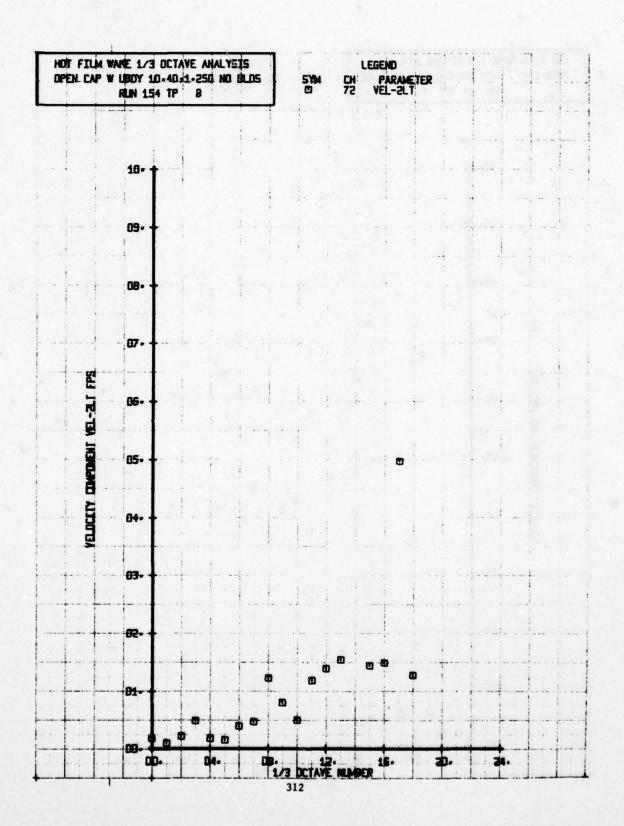


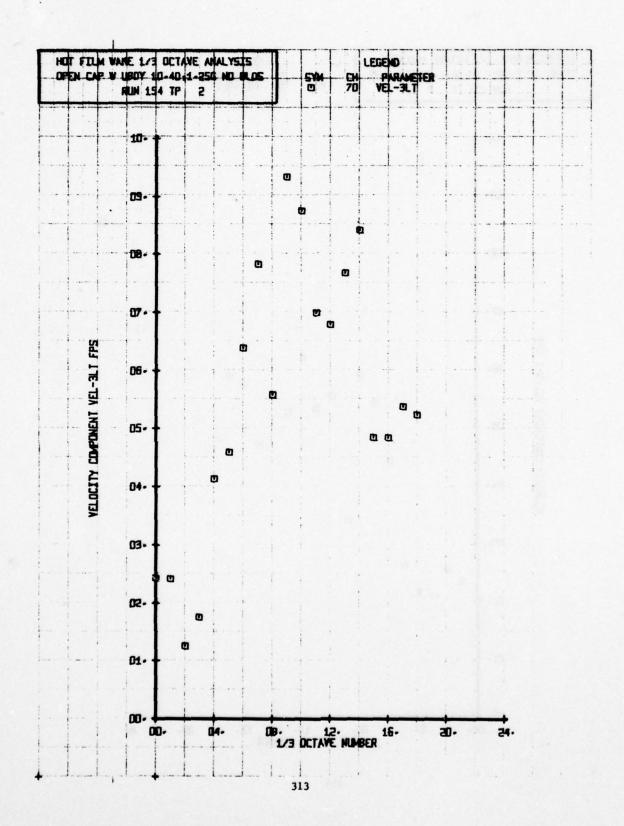




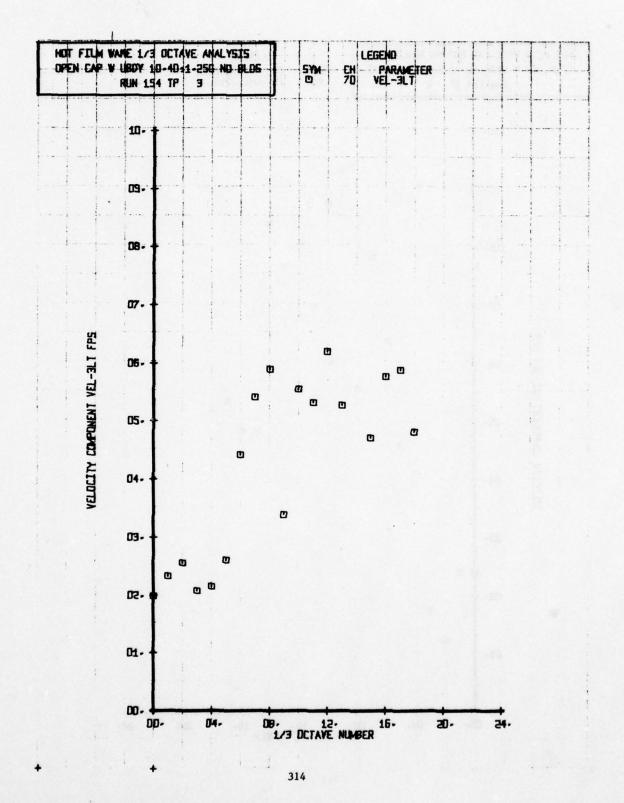


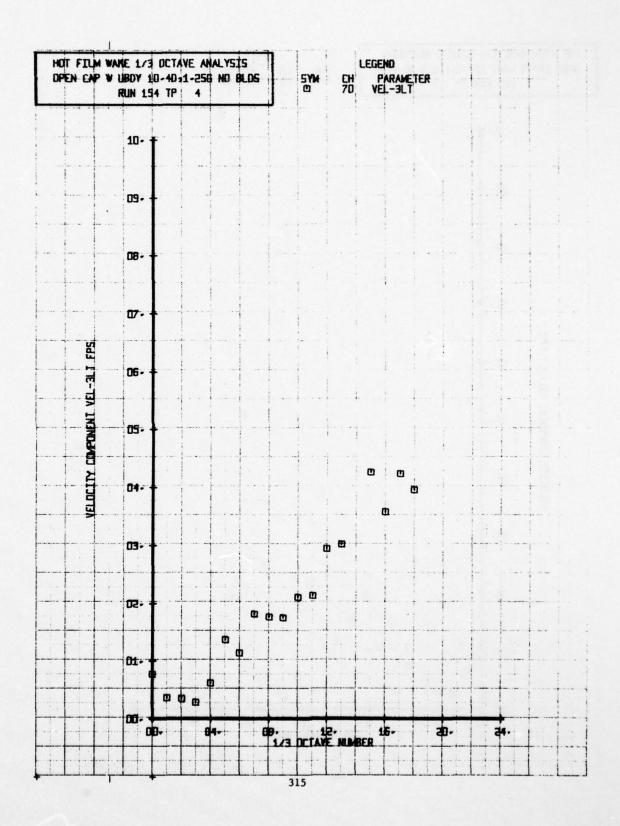


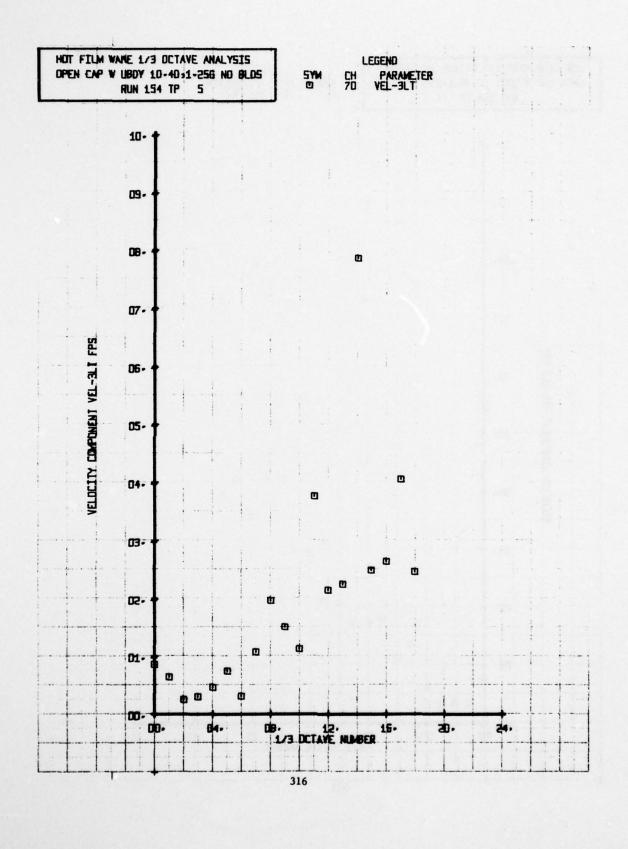


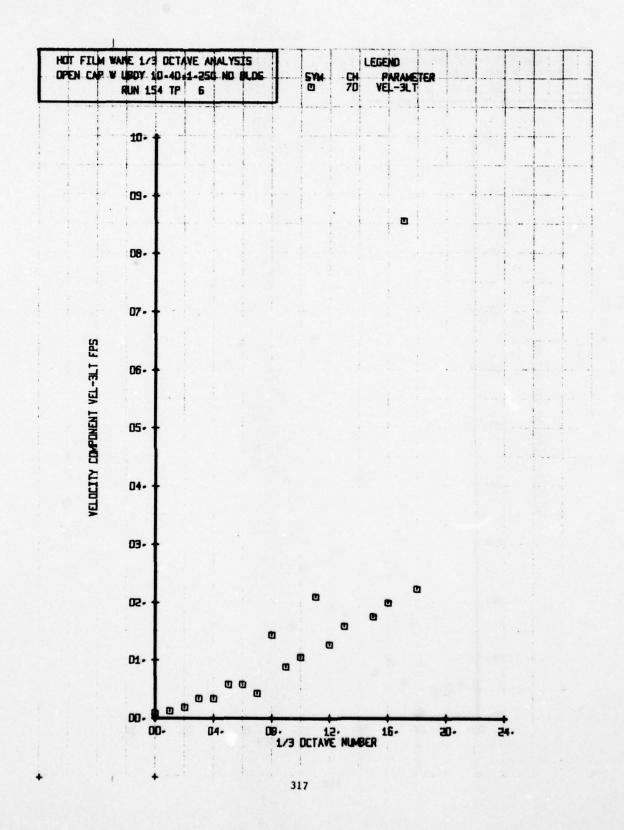


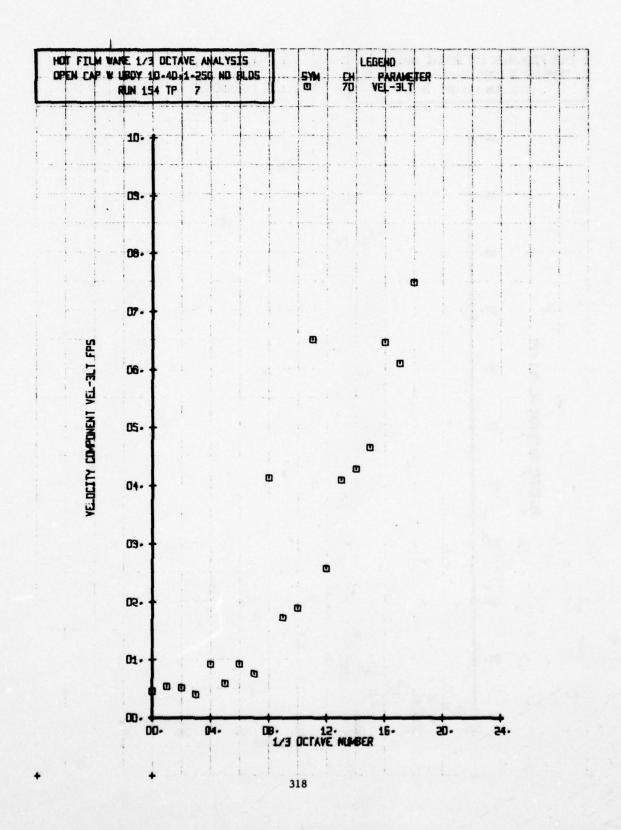
G

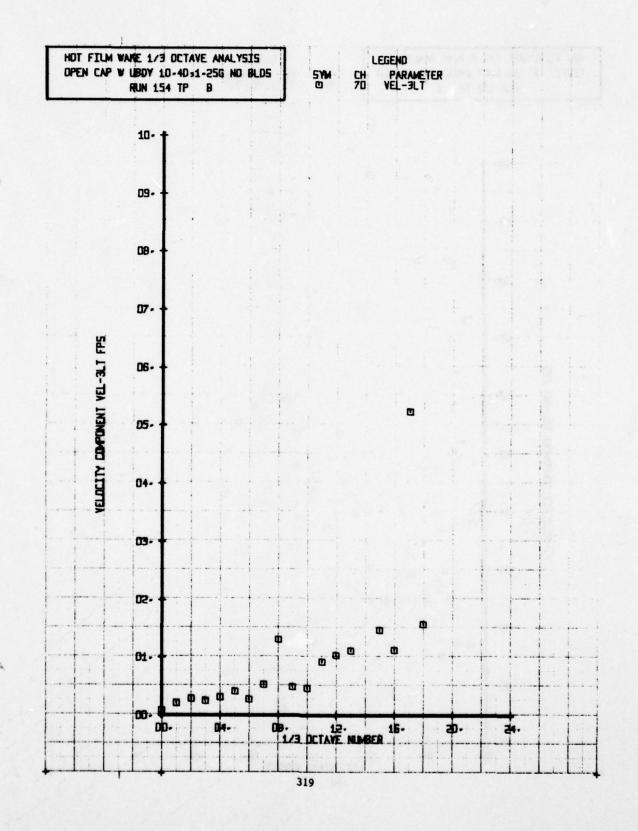


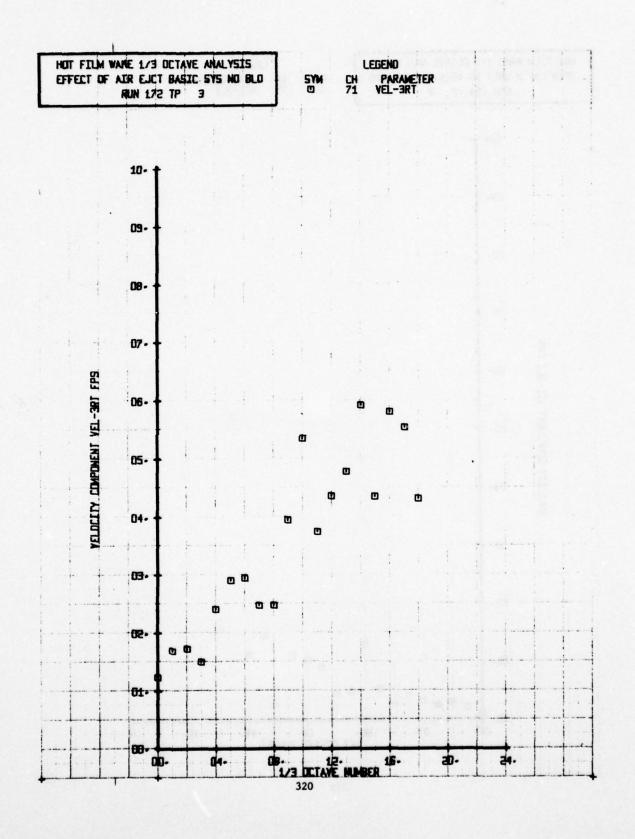


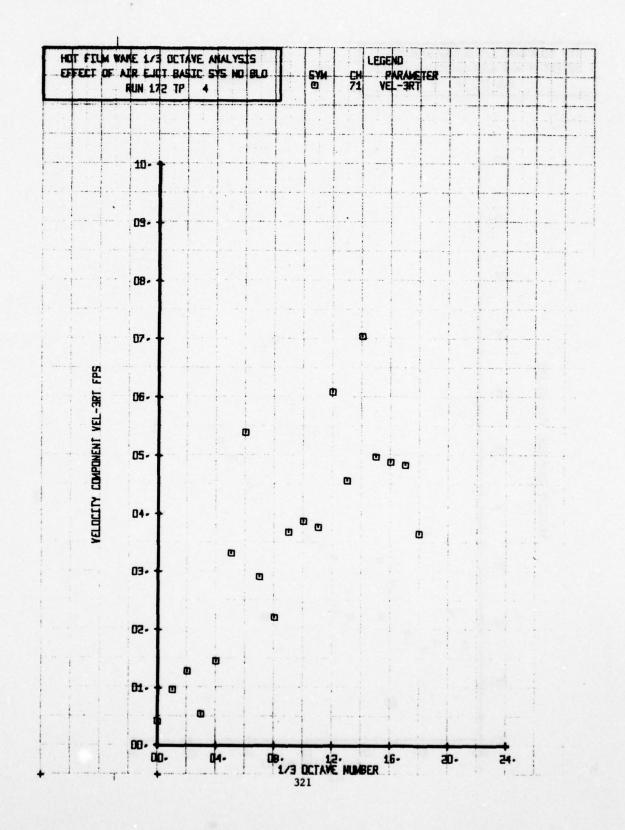


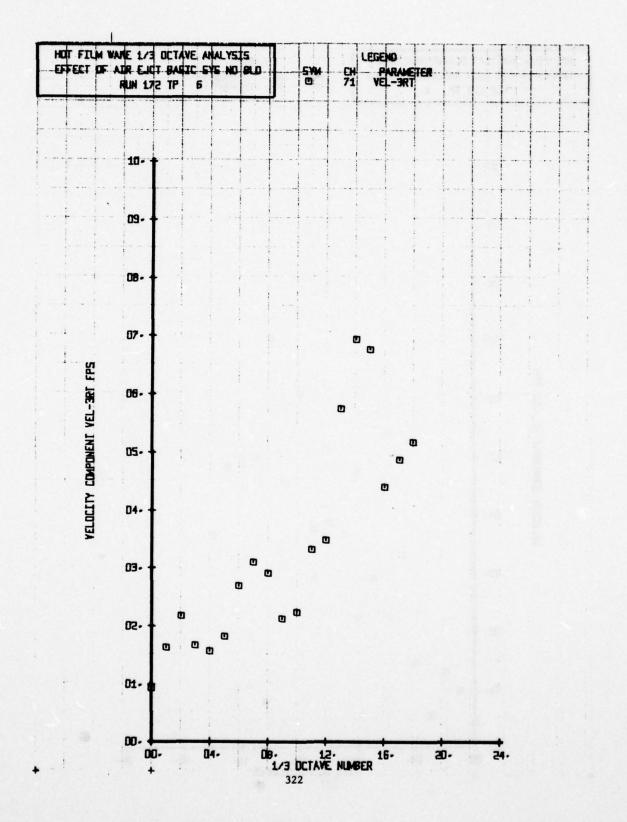


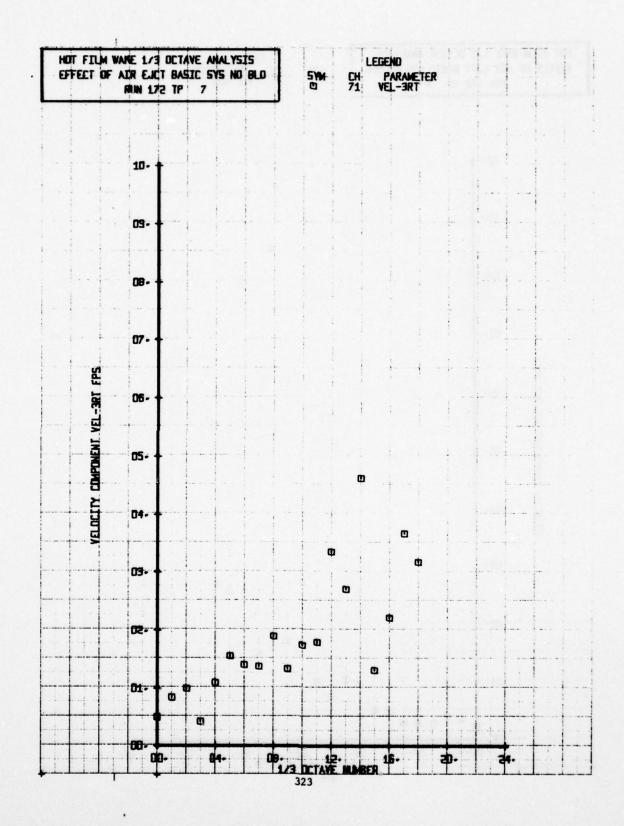


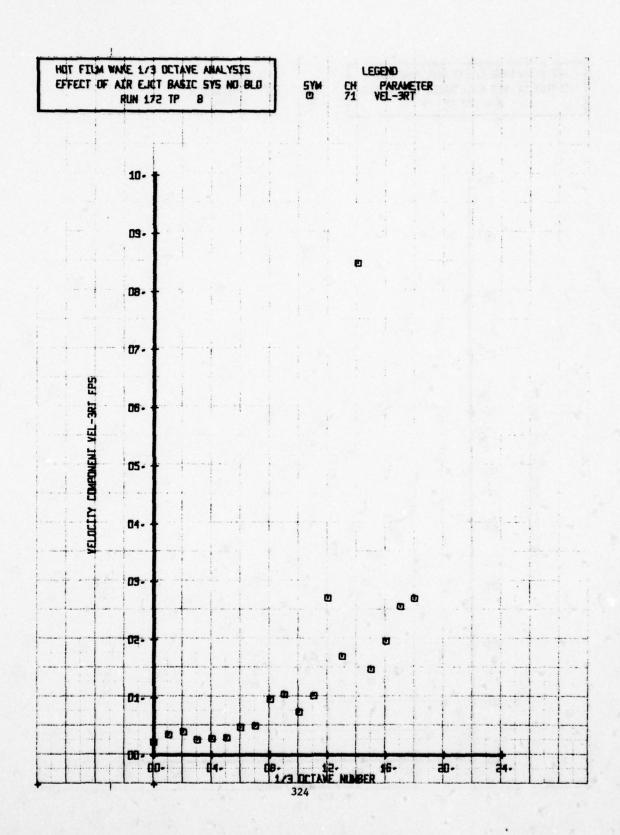


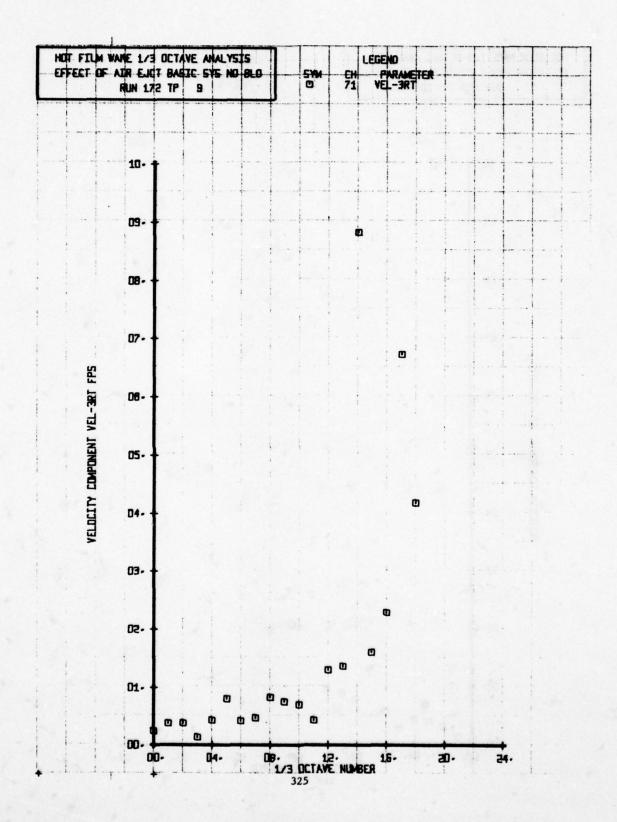


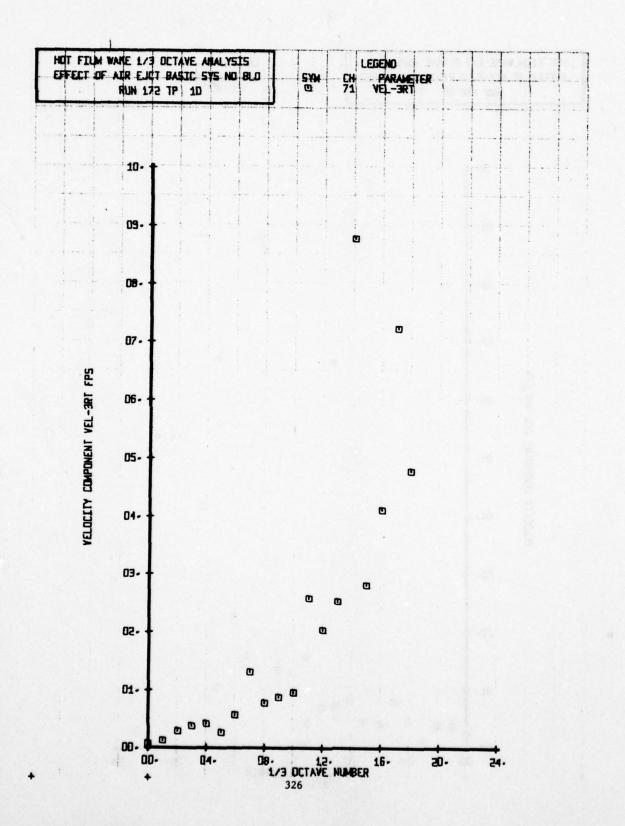


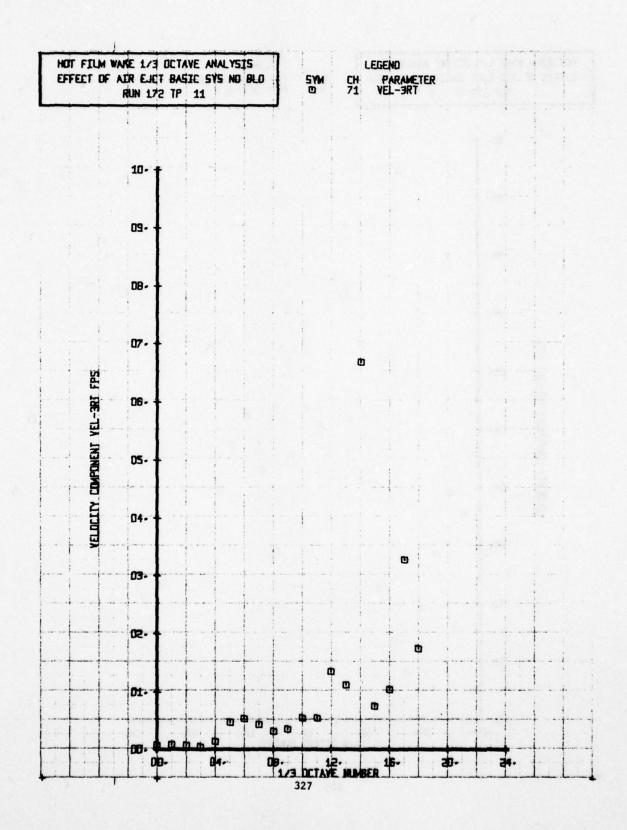


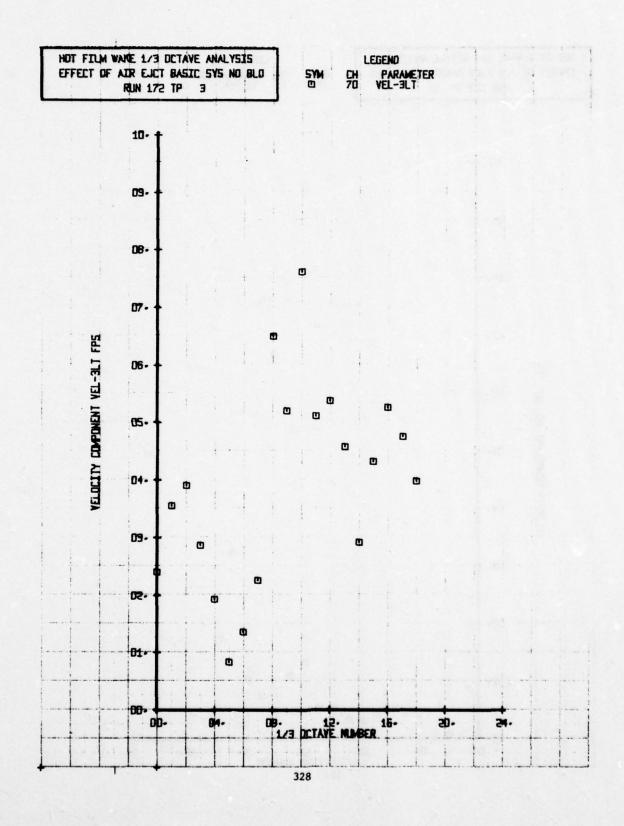


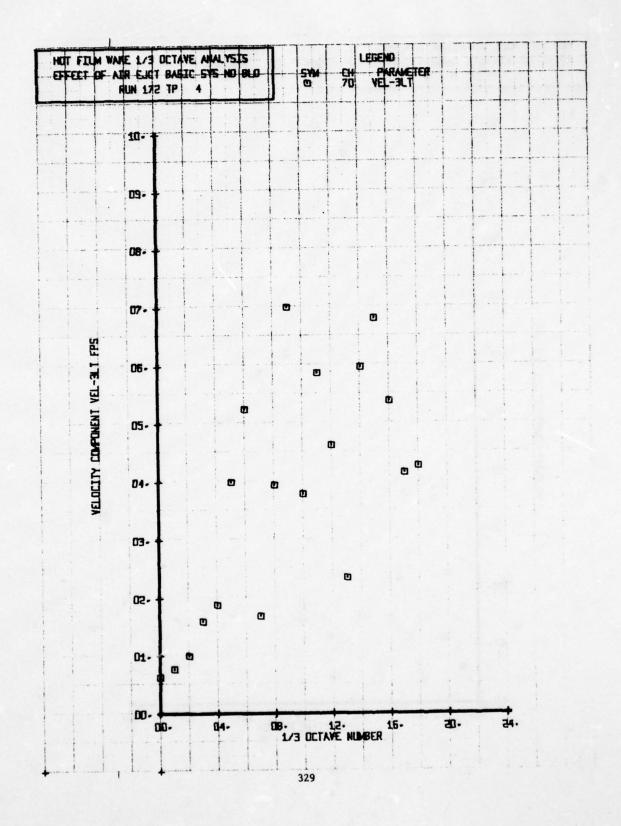


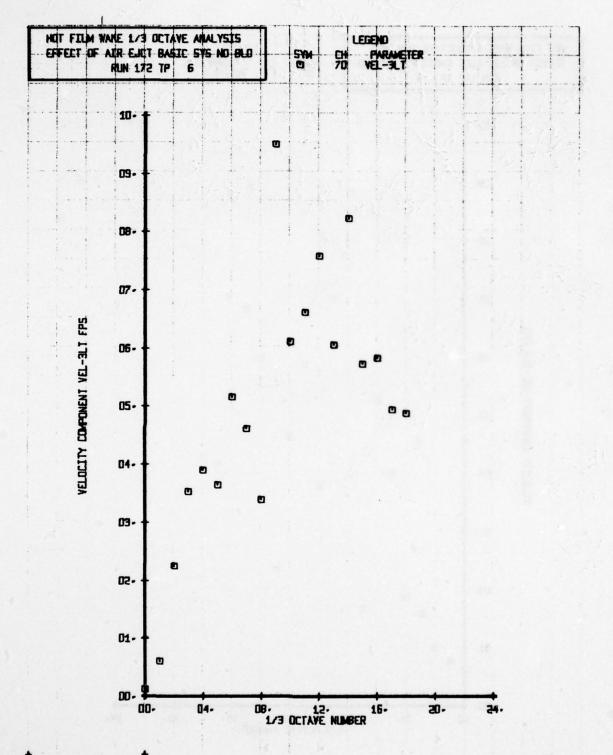


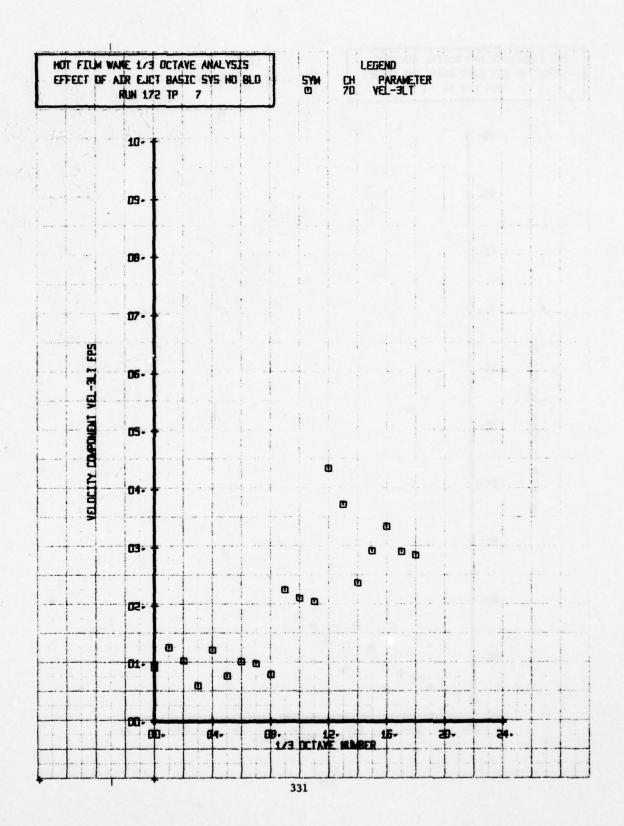


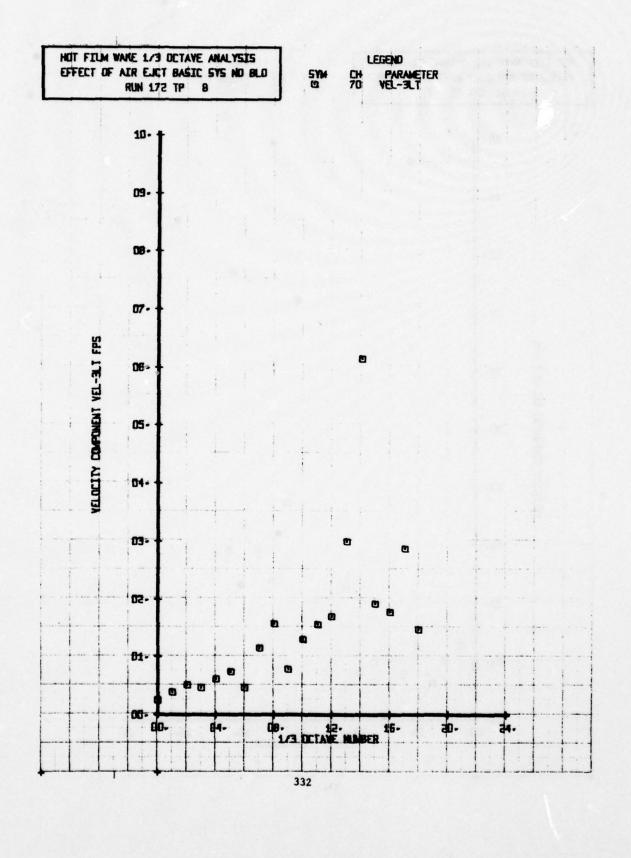


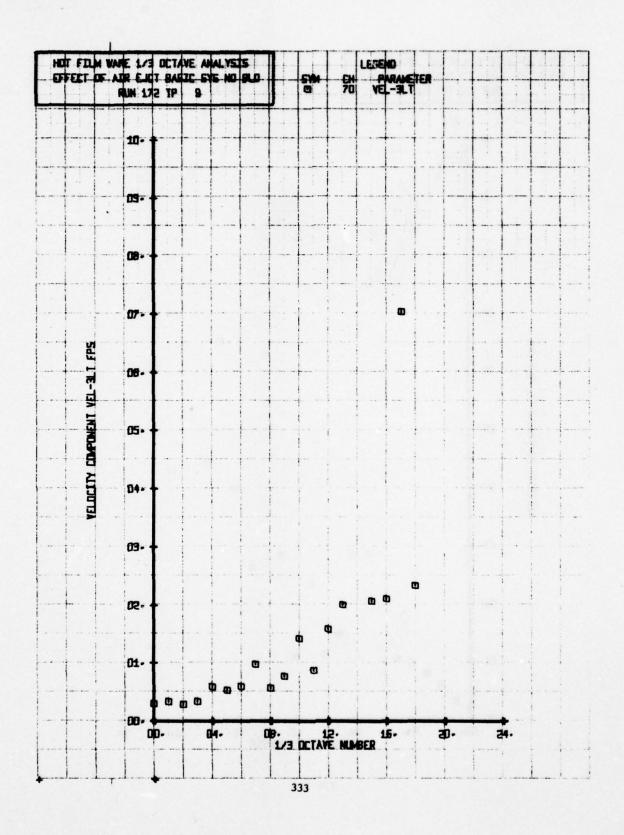




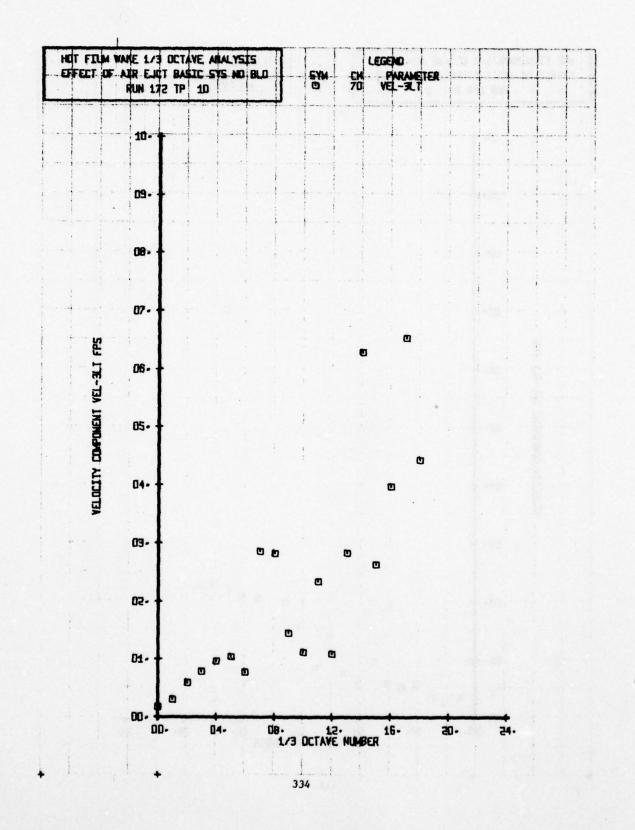


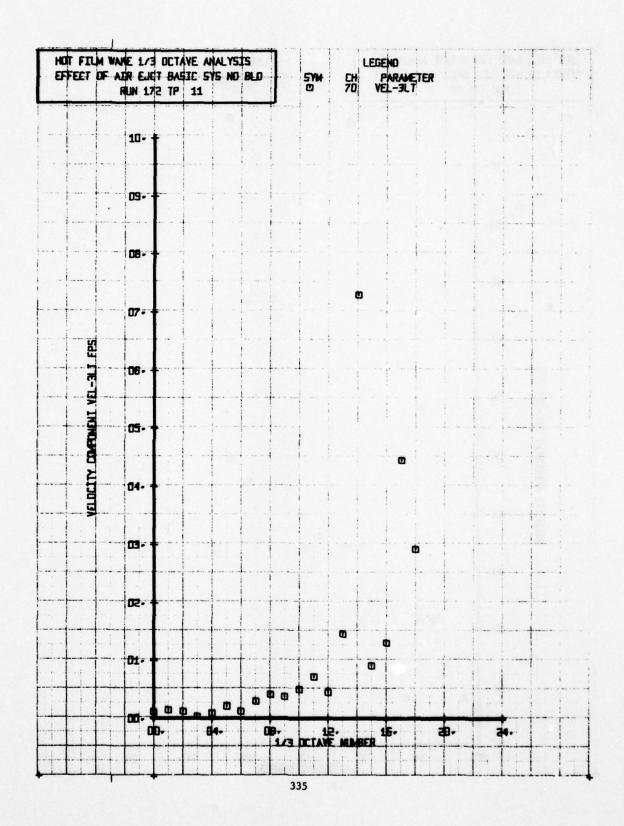


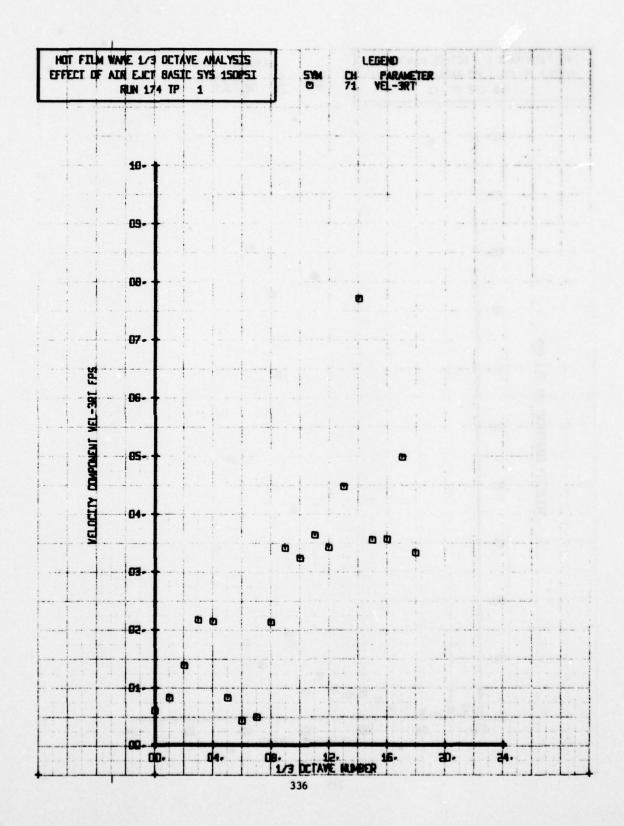


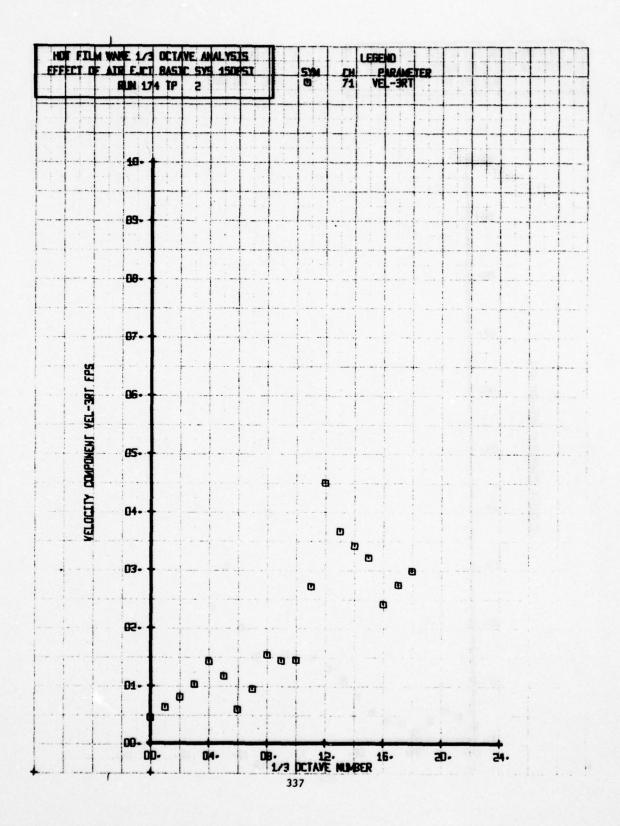


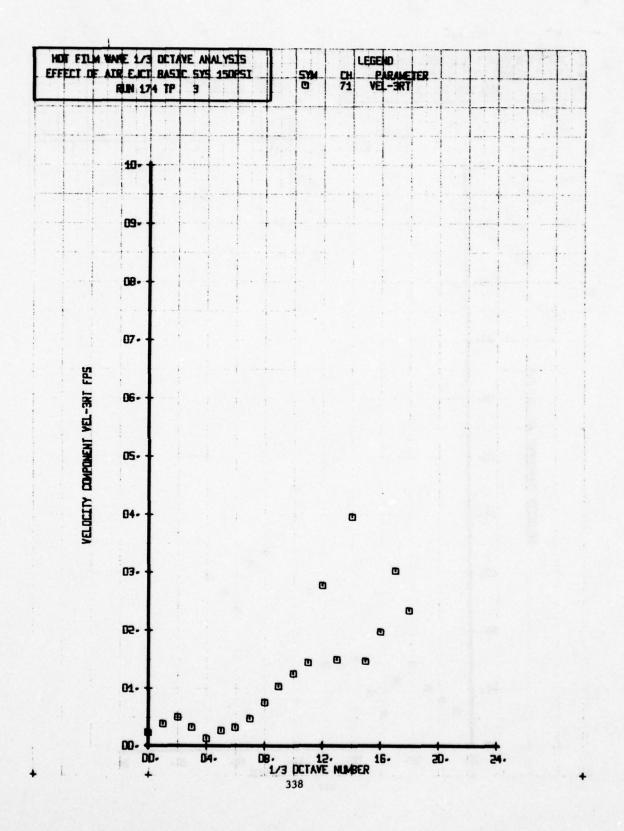
Bridging Six Co.

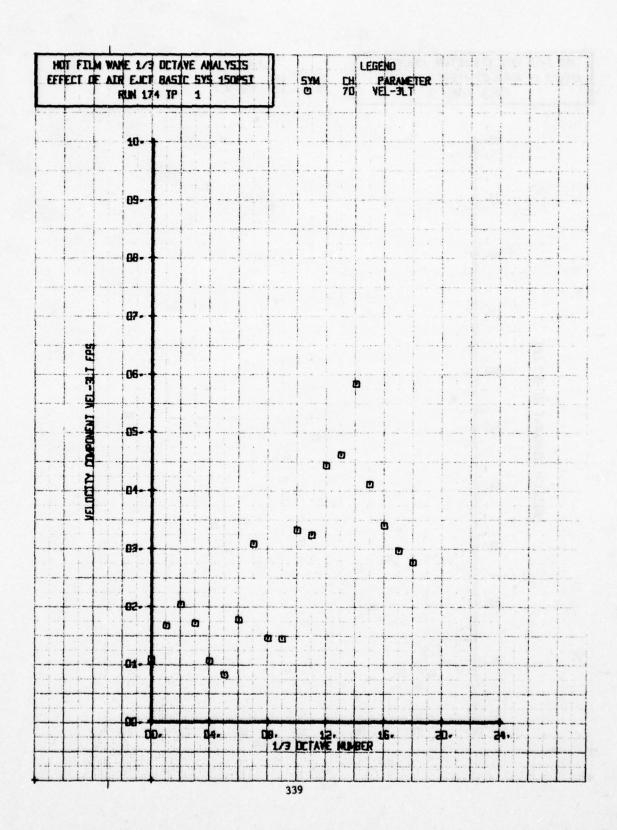


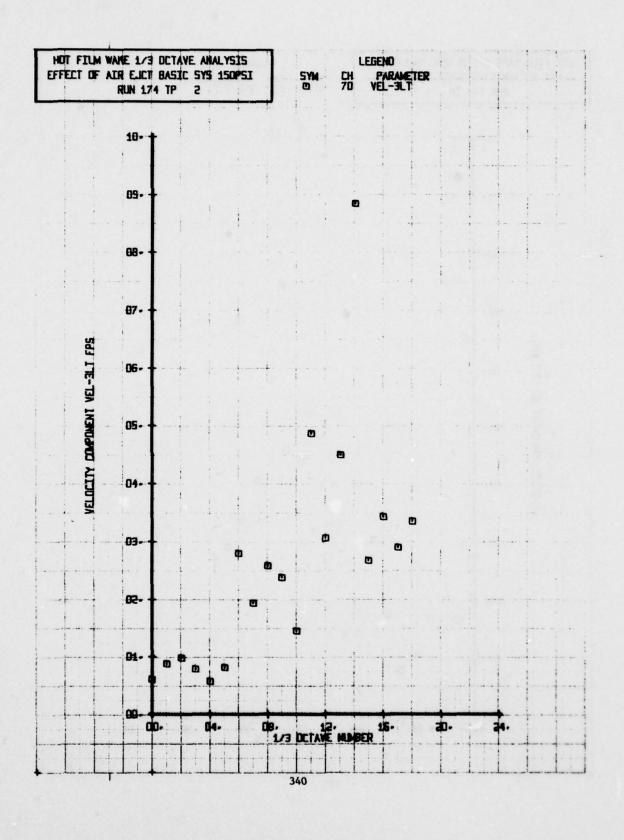


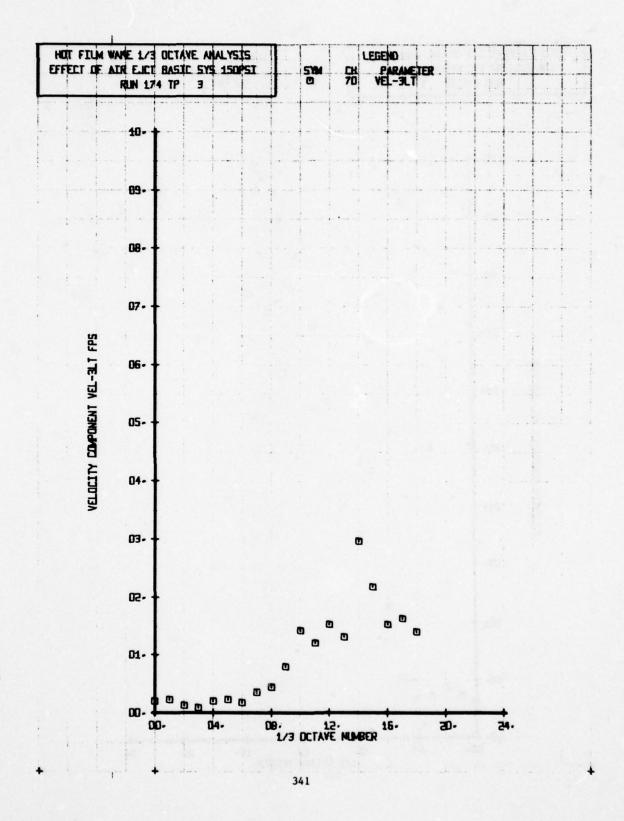


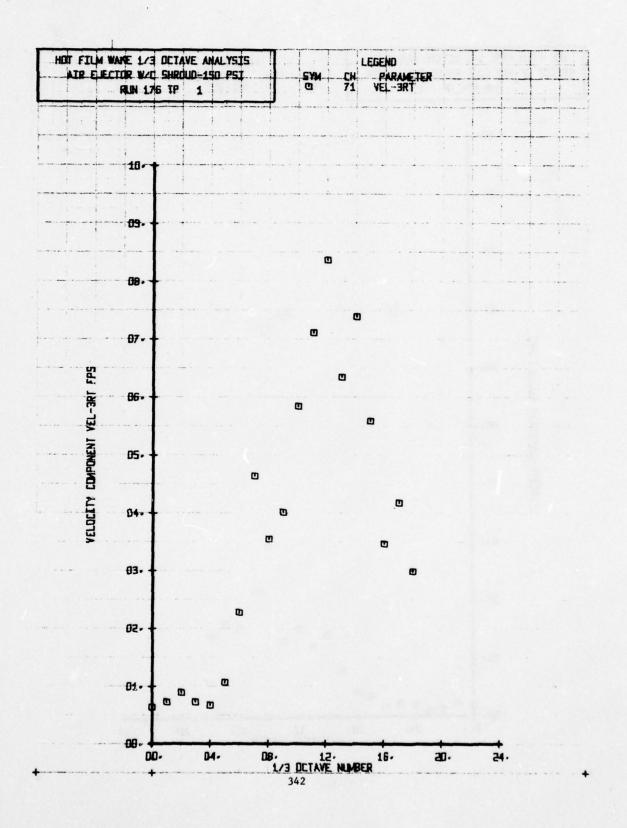


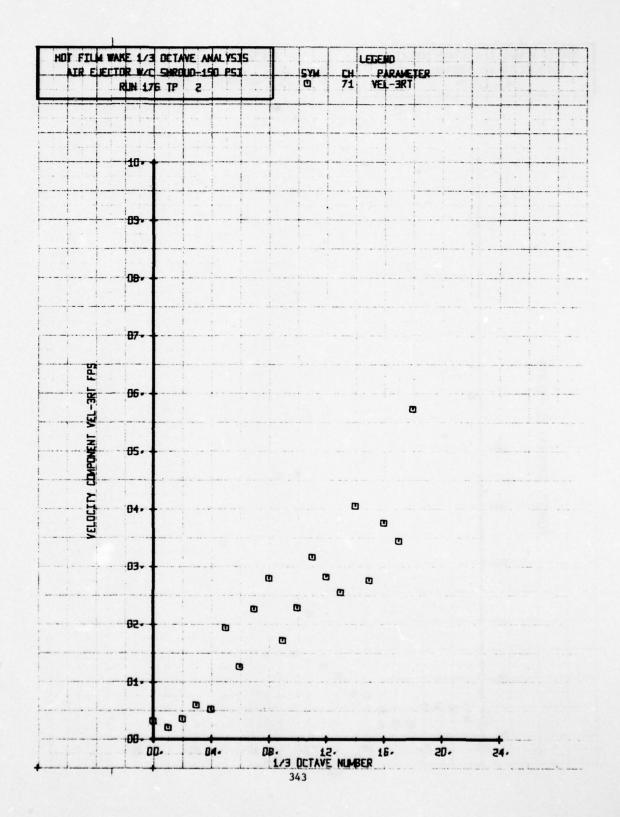




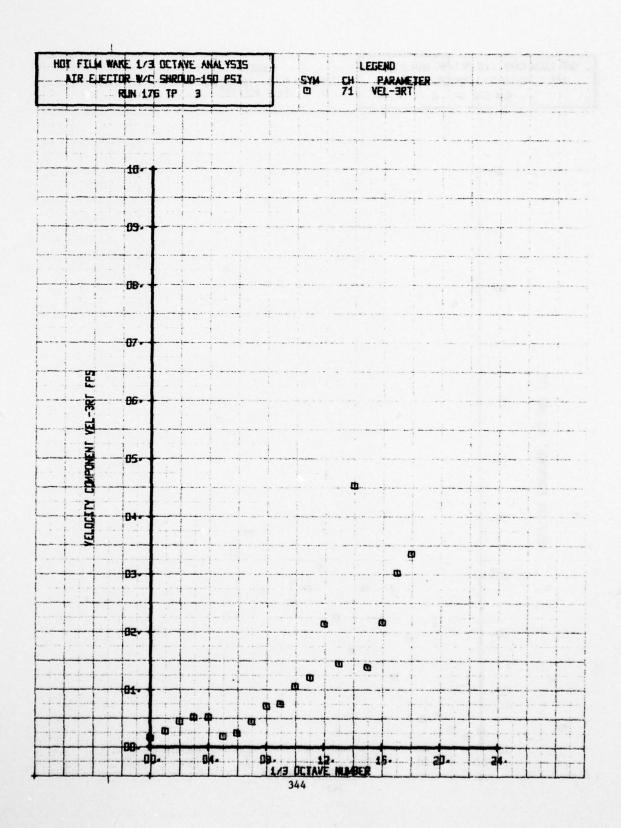


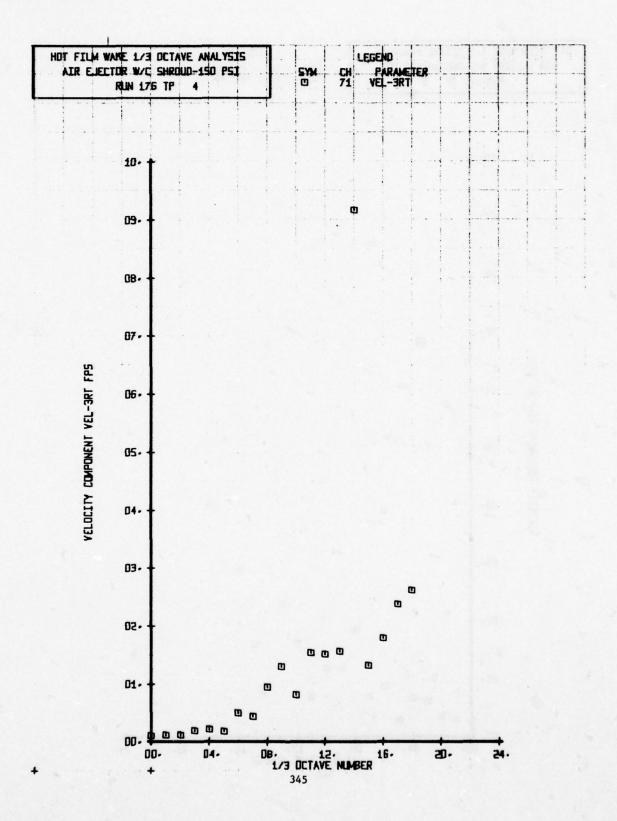


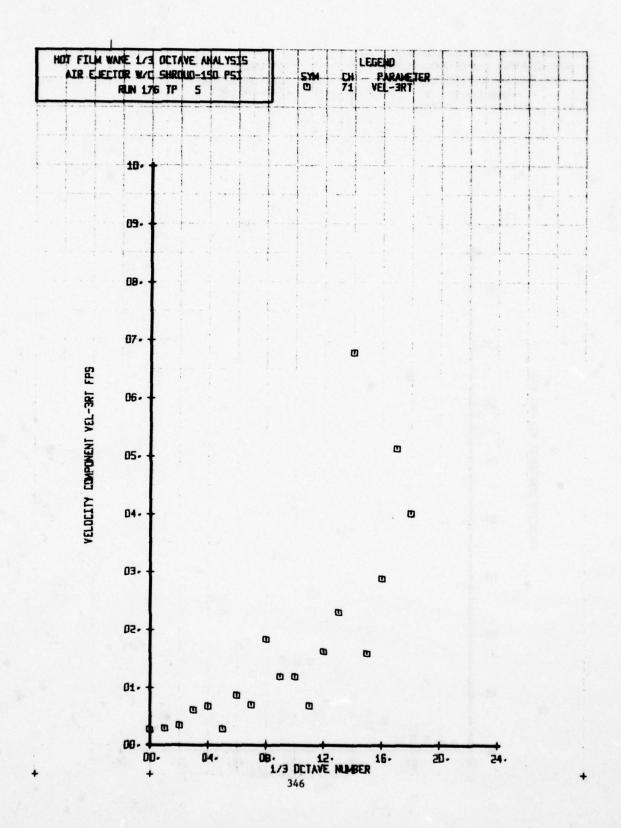


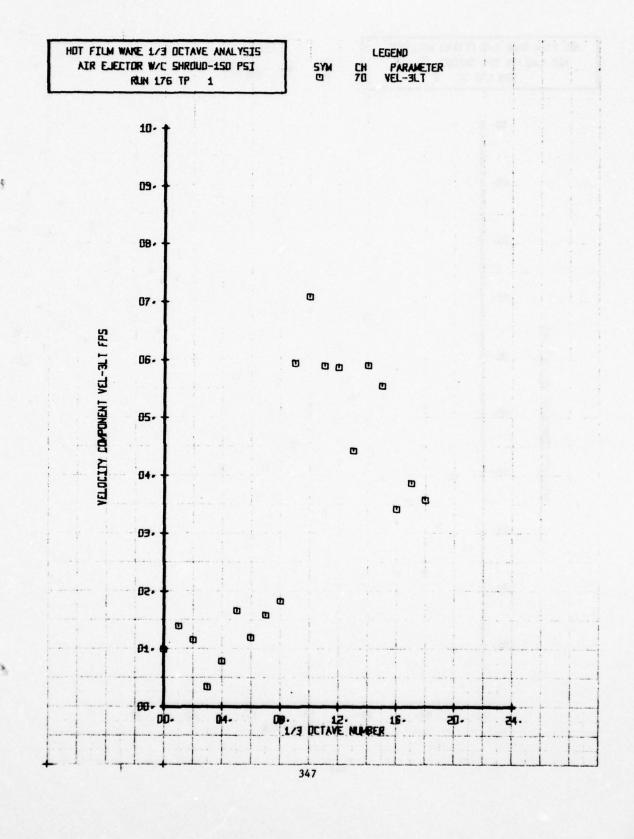


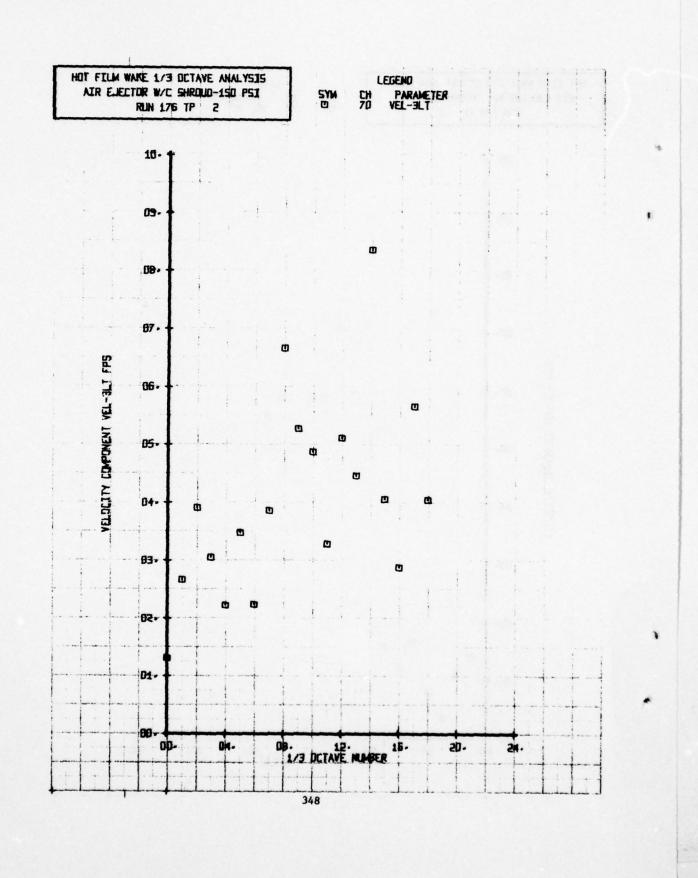
\*

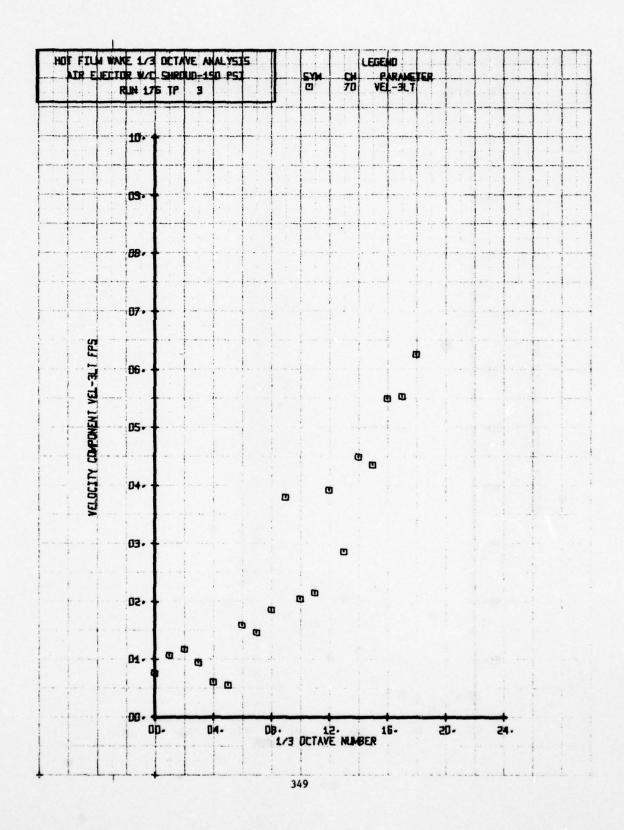


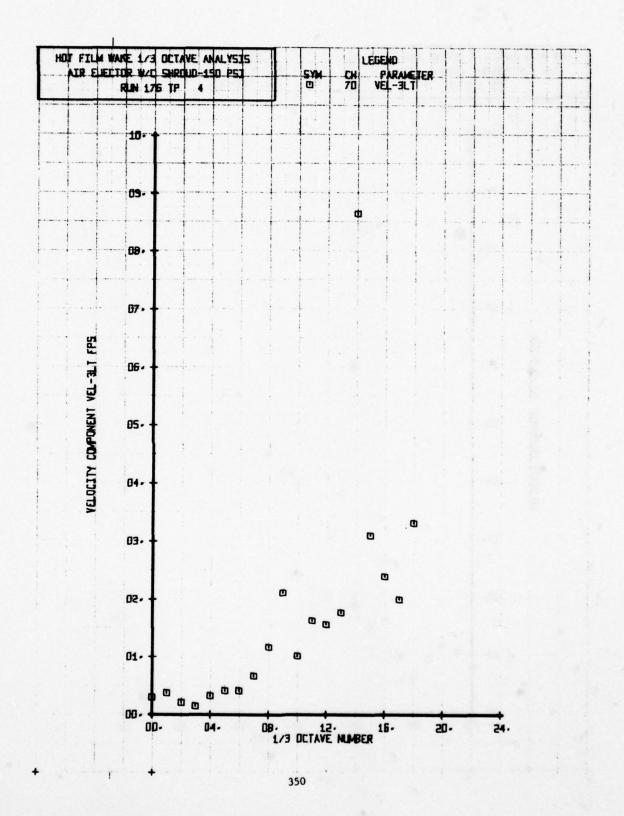


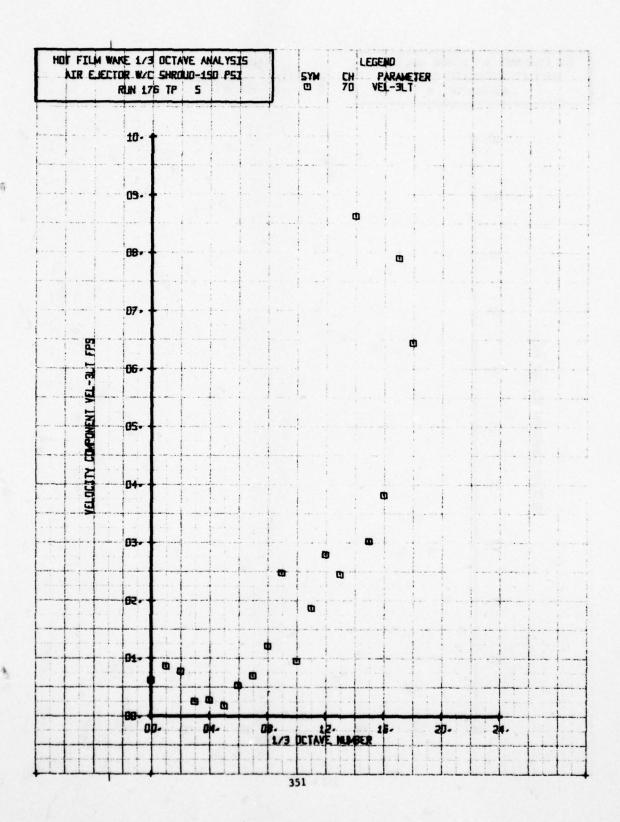


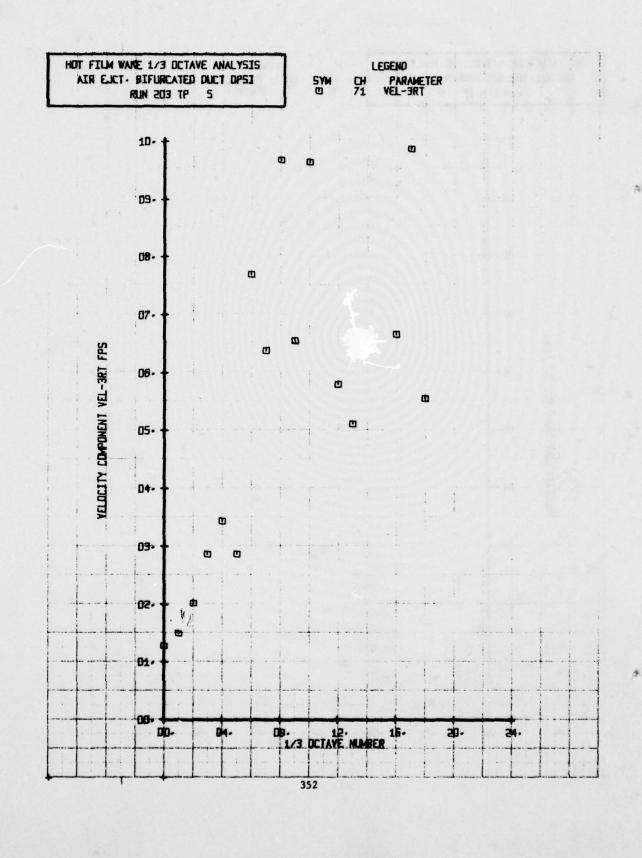


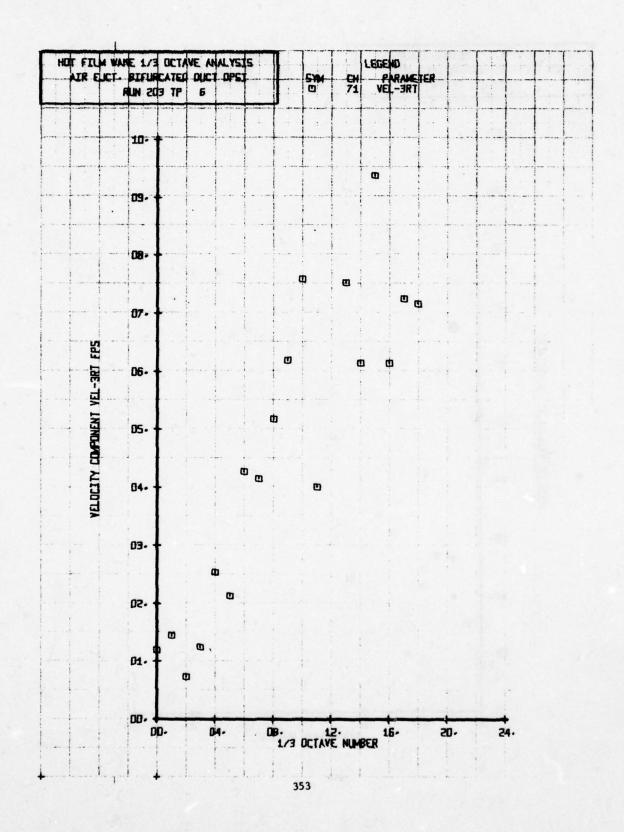


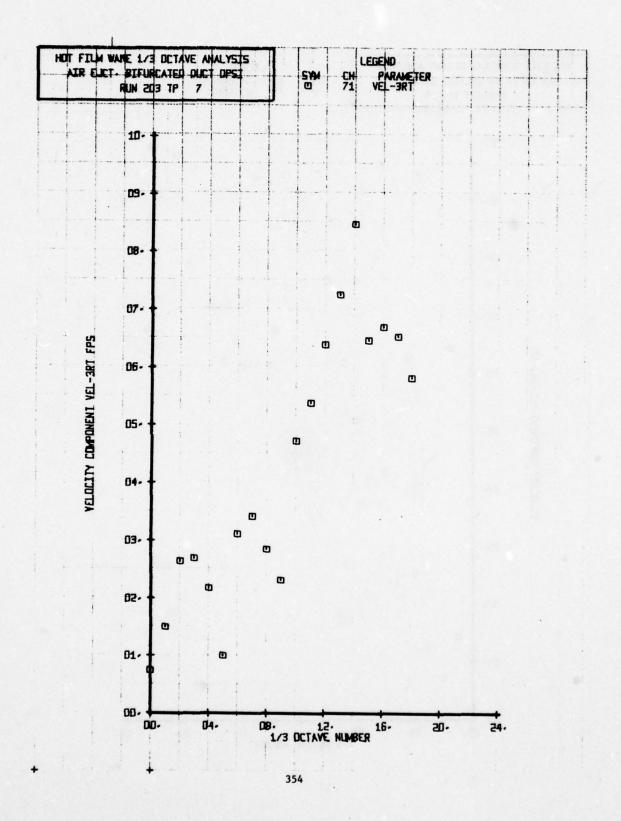


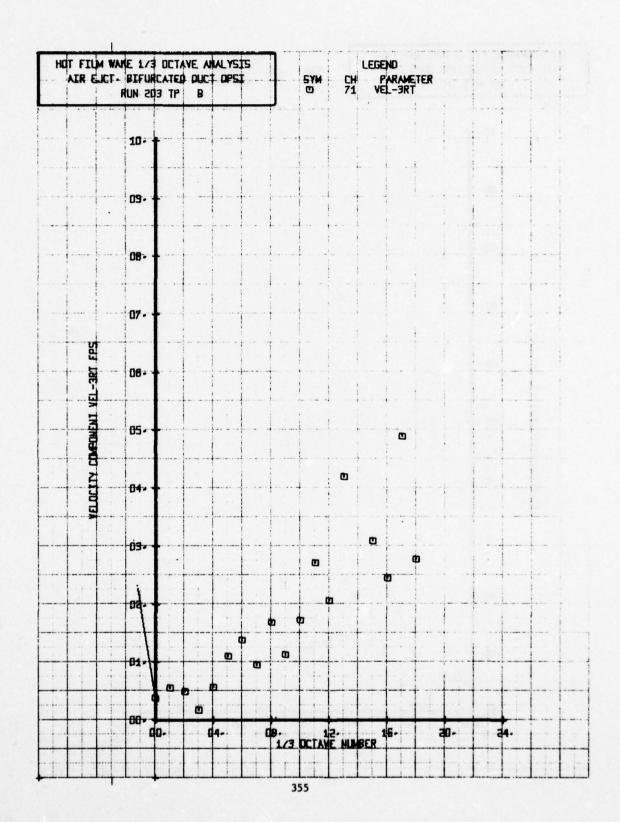


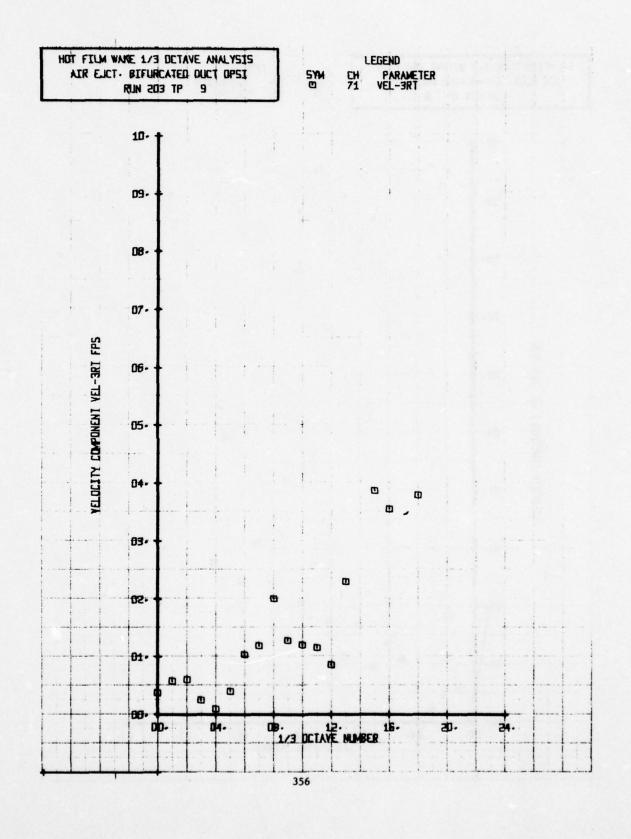


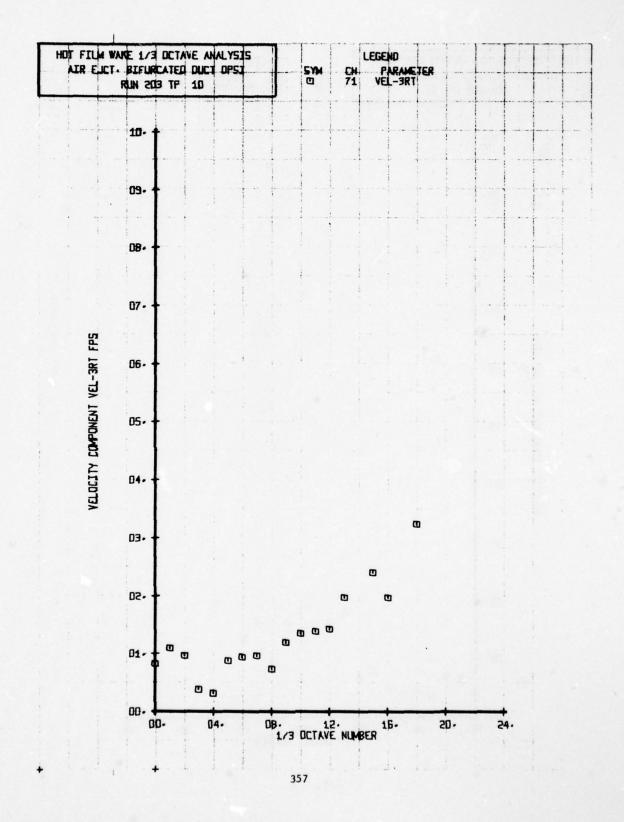


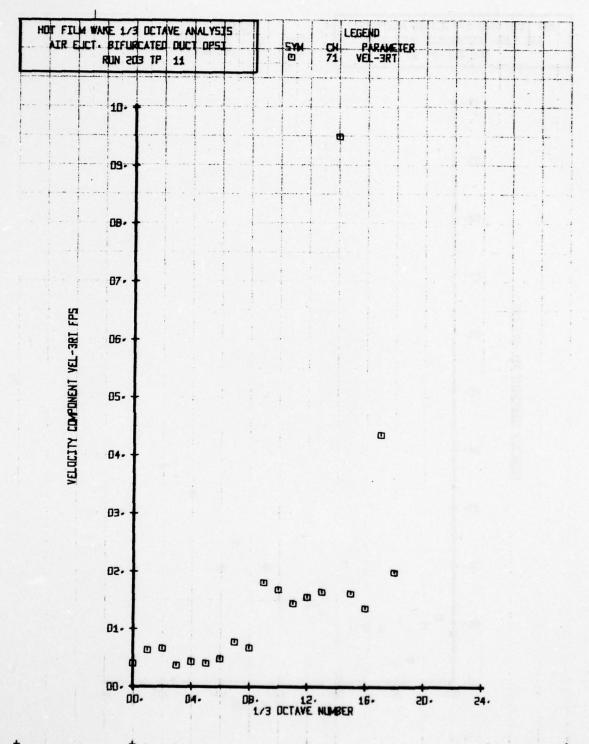


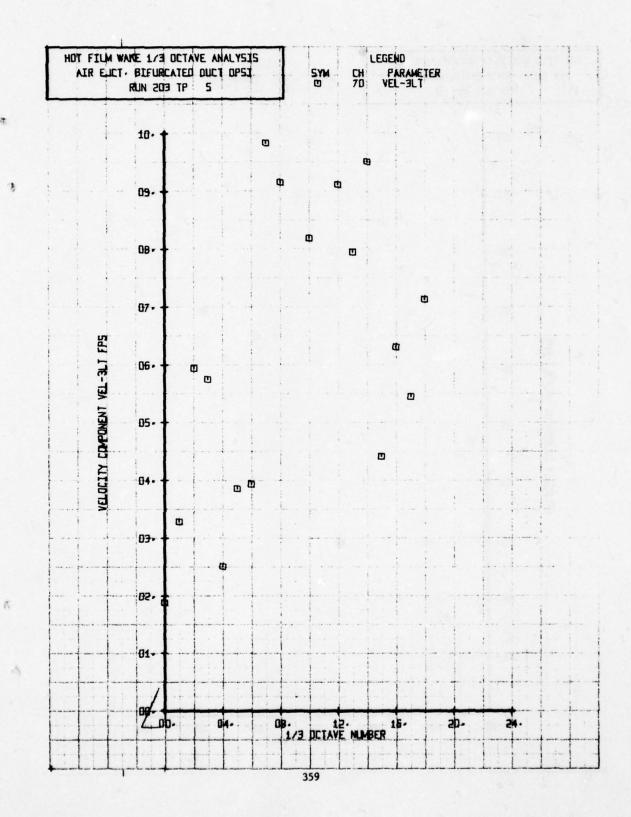


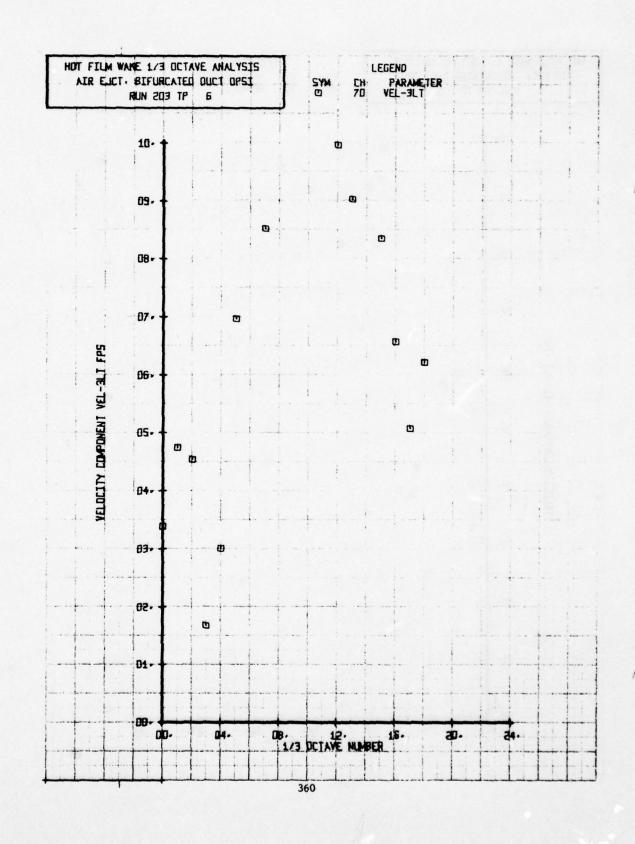


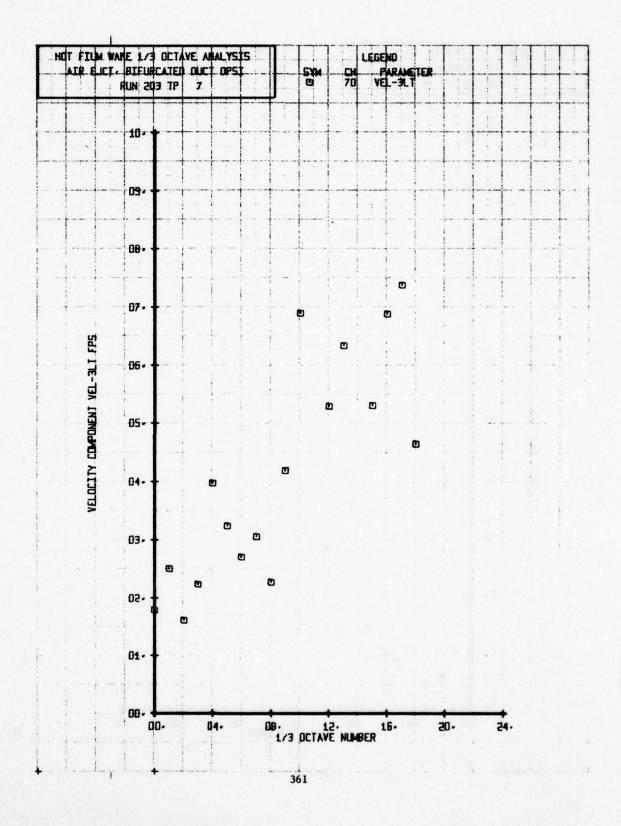


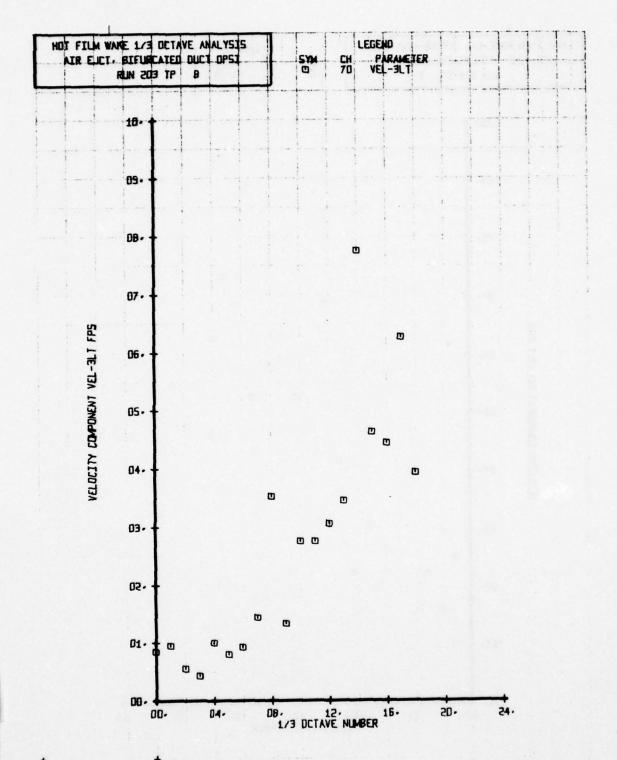


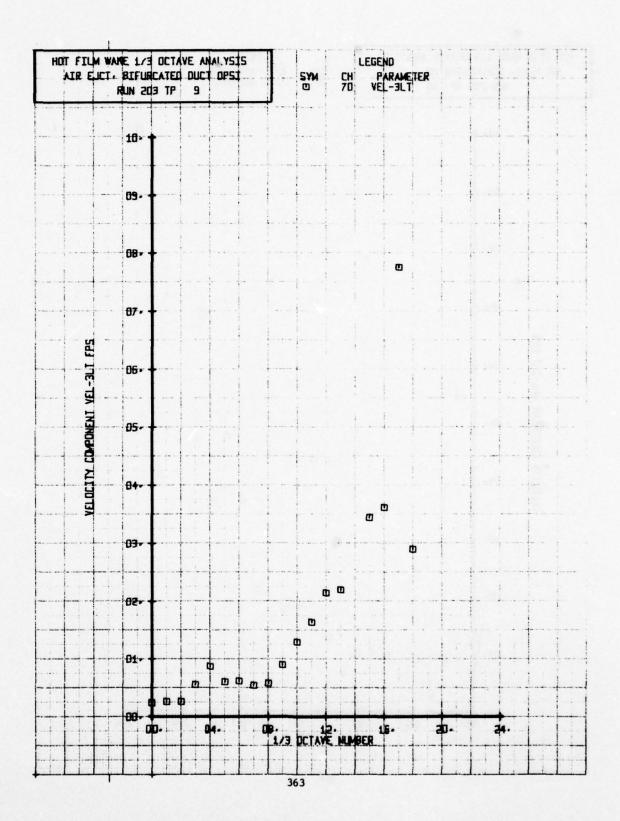


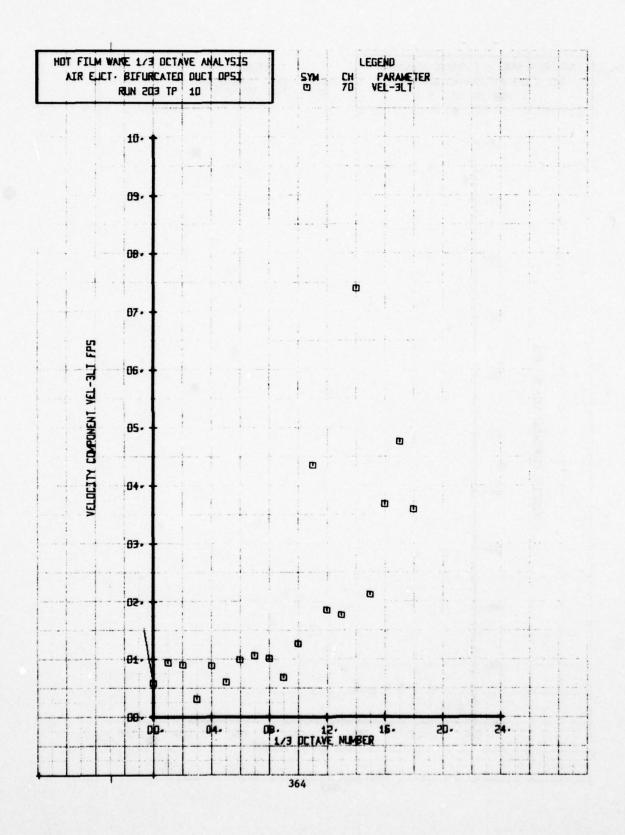


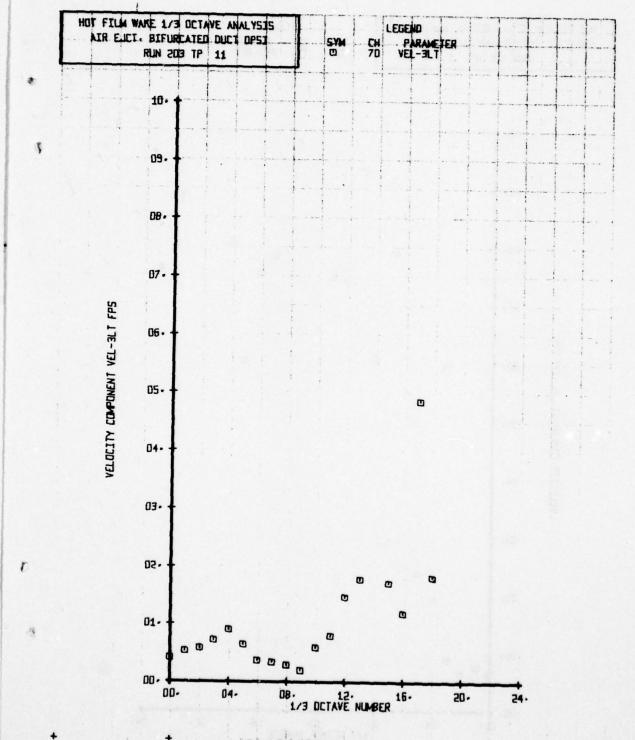


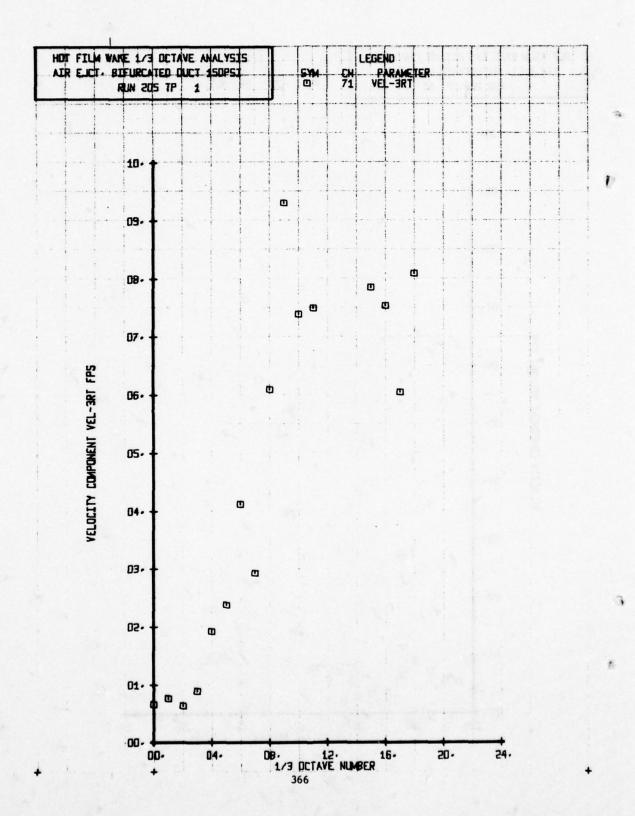


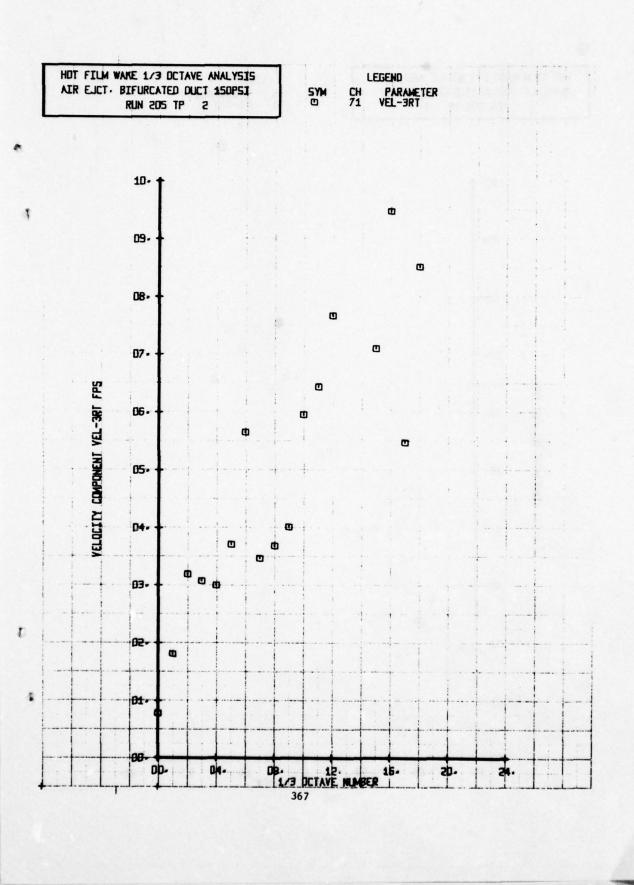


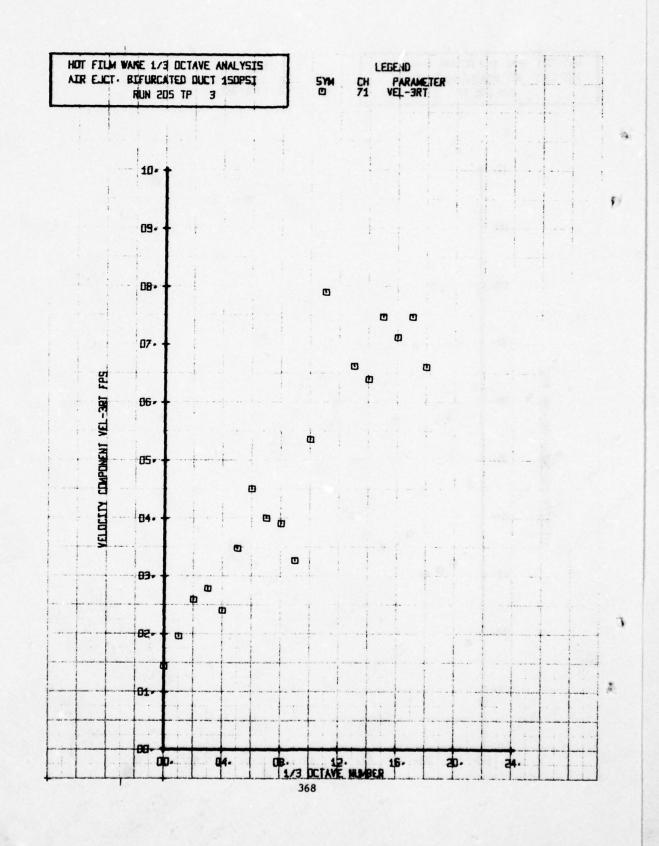


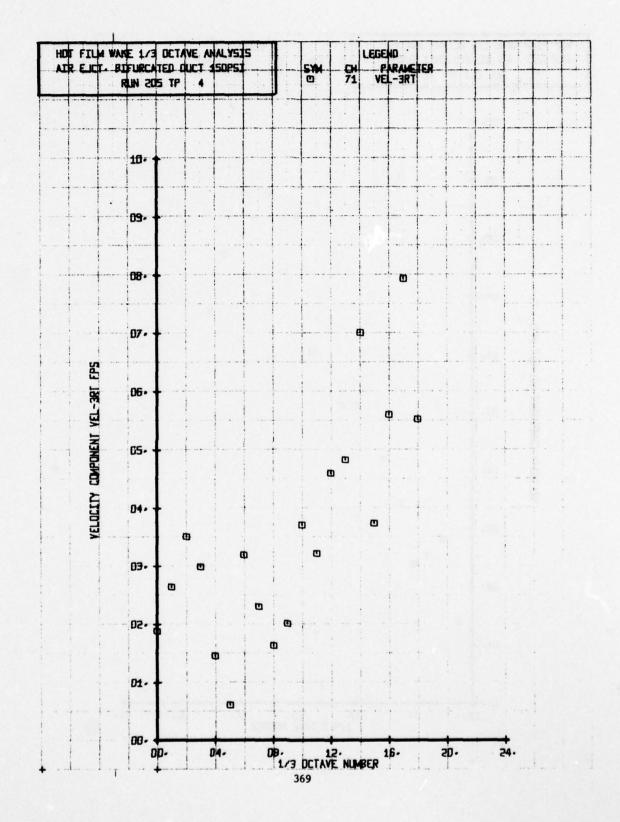




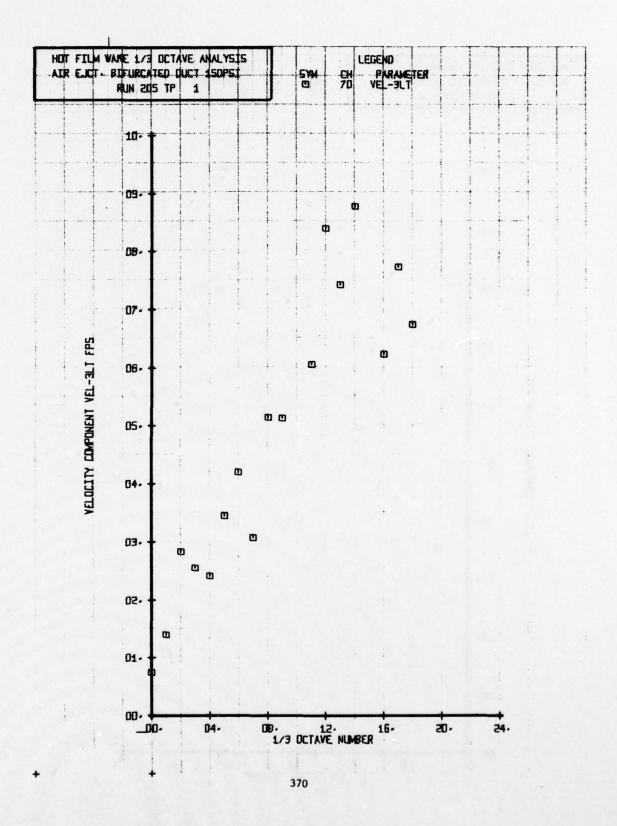


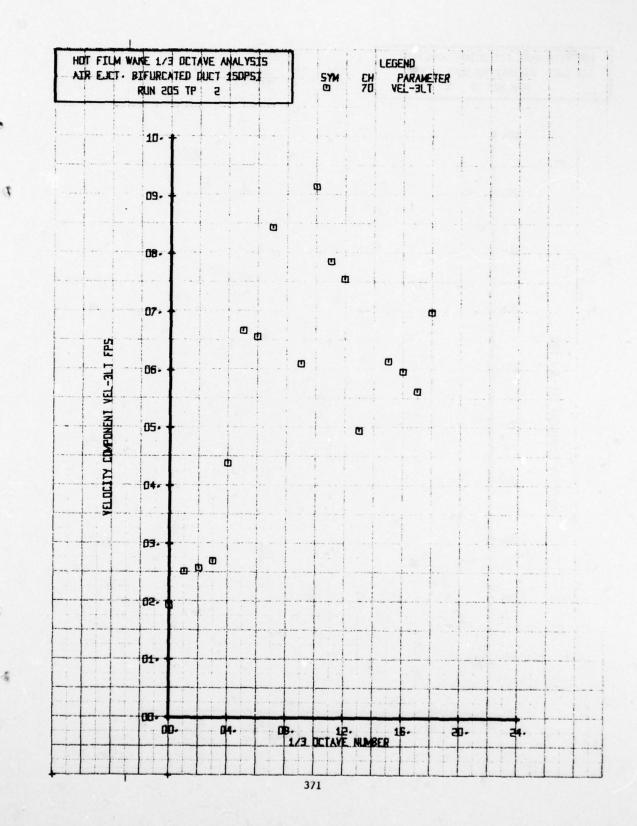


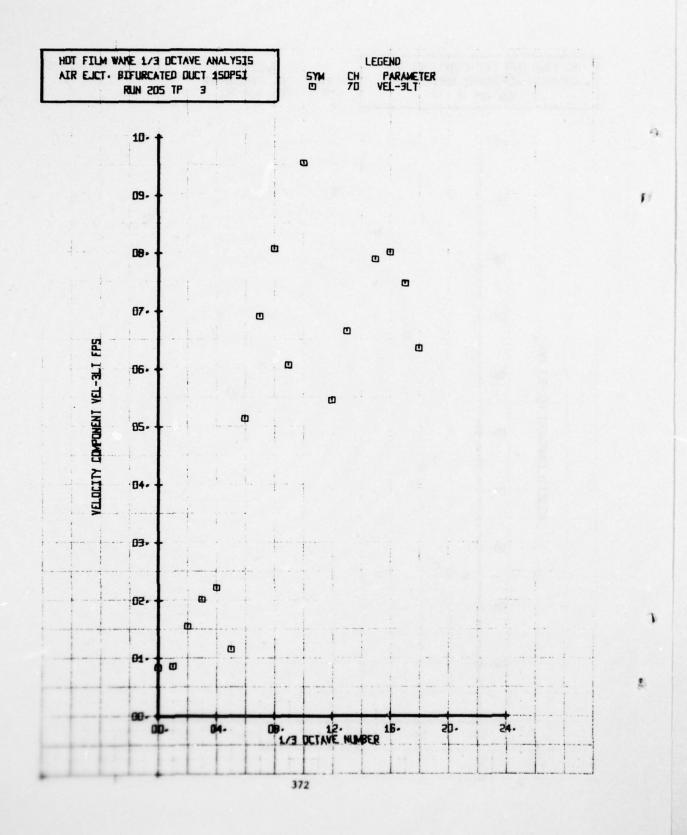


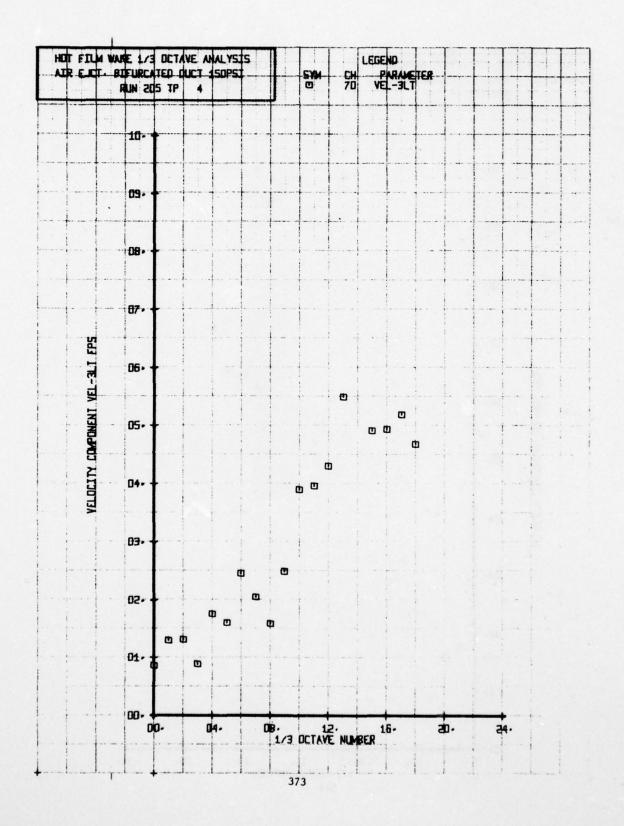


D

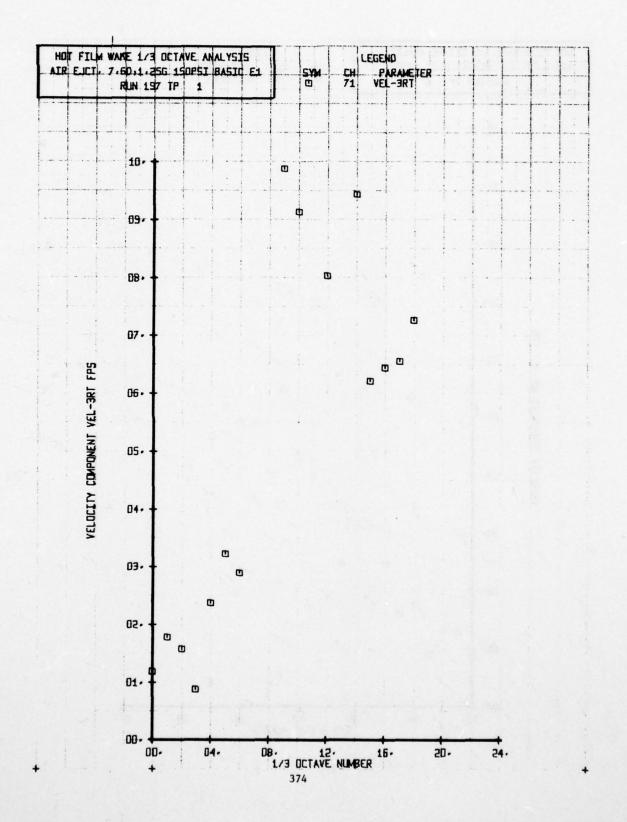




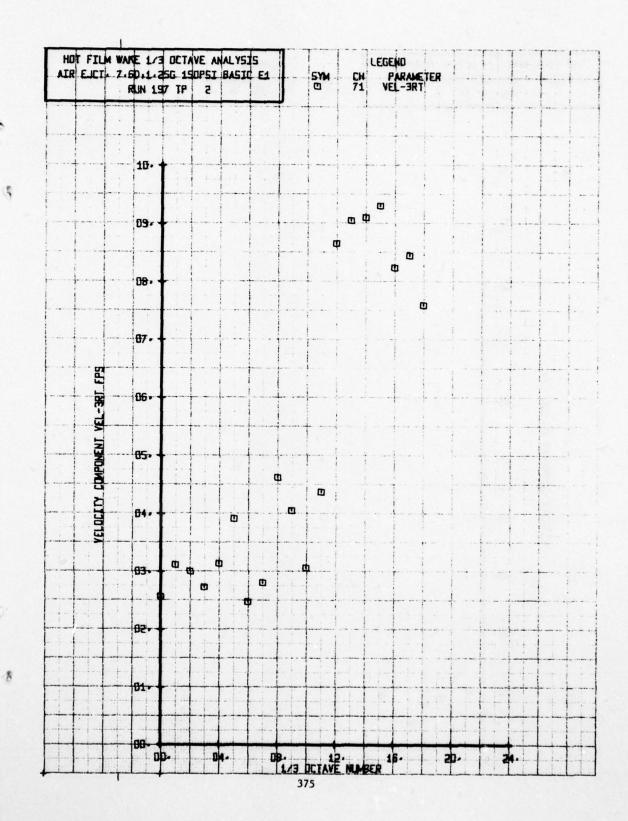


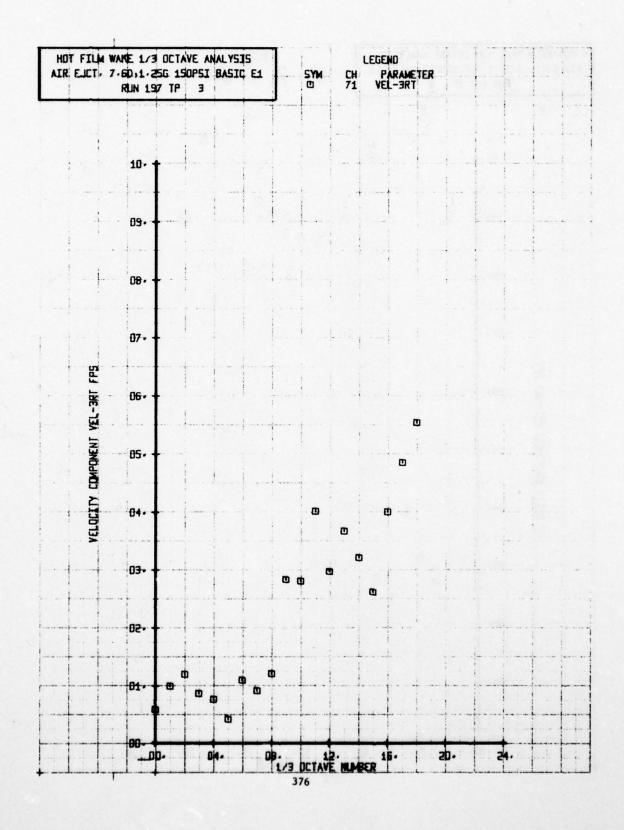


\$

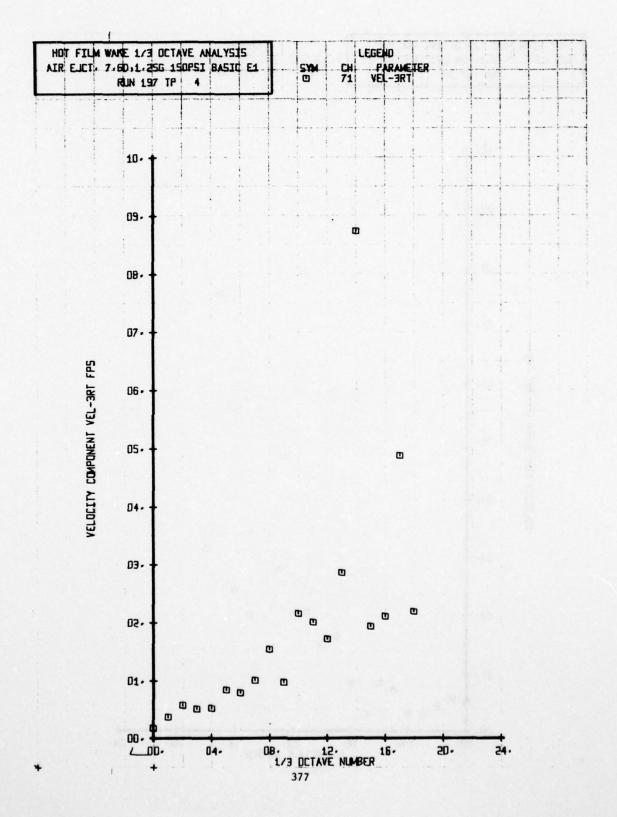


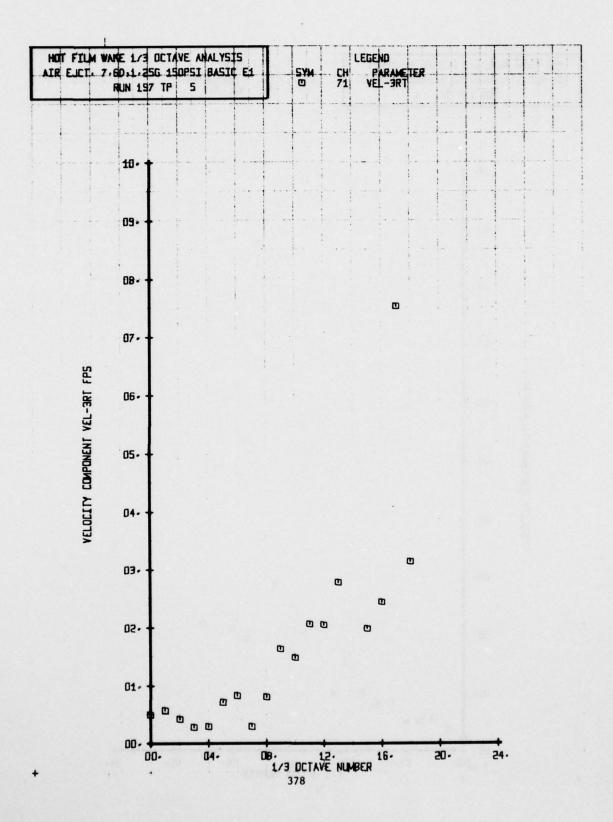
-

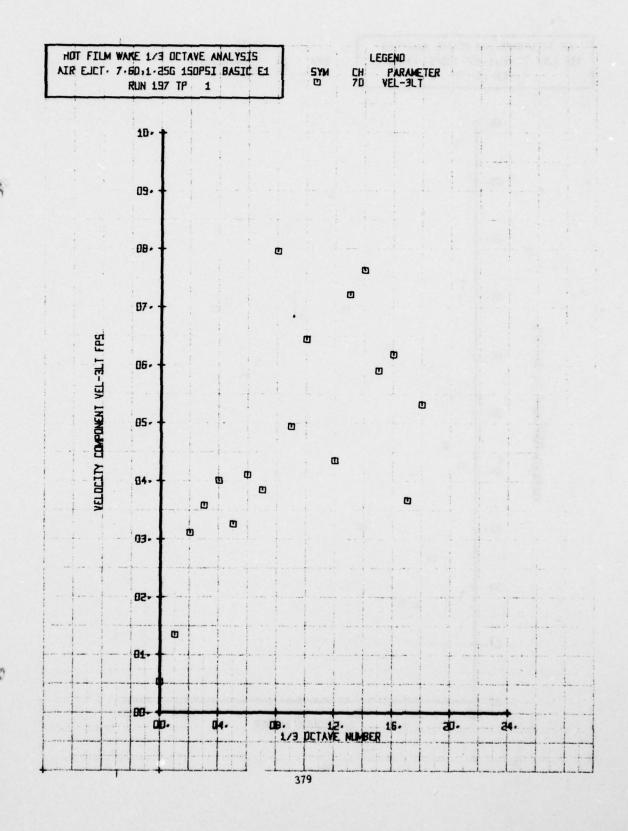


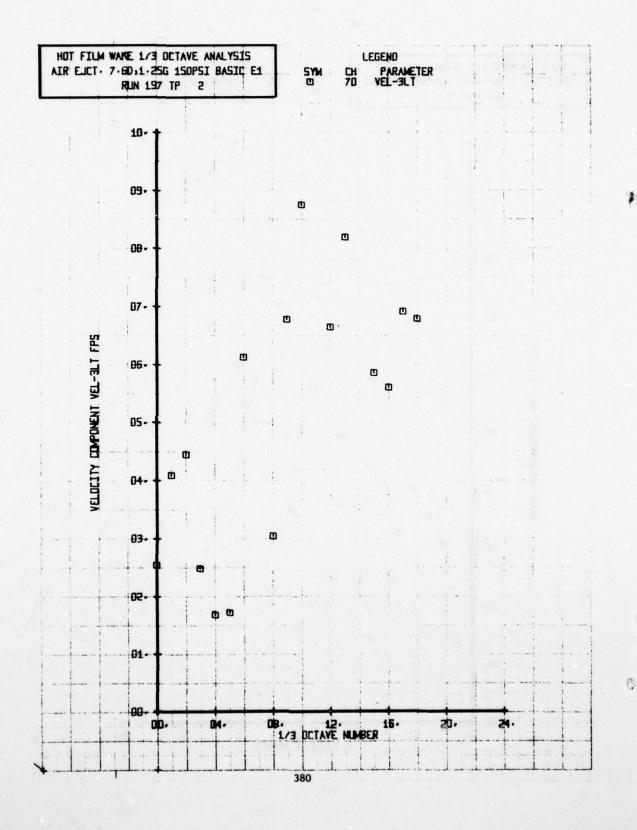


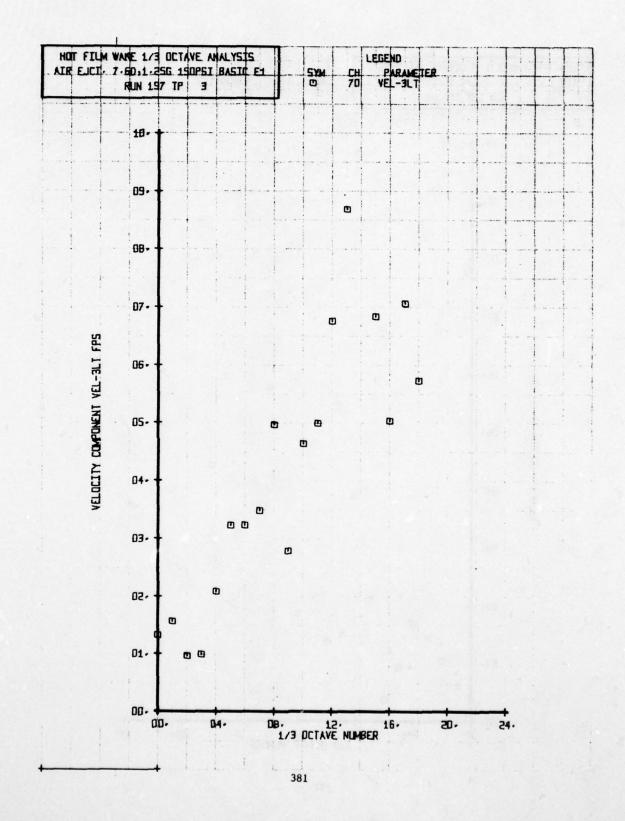
微



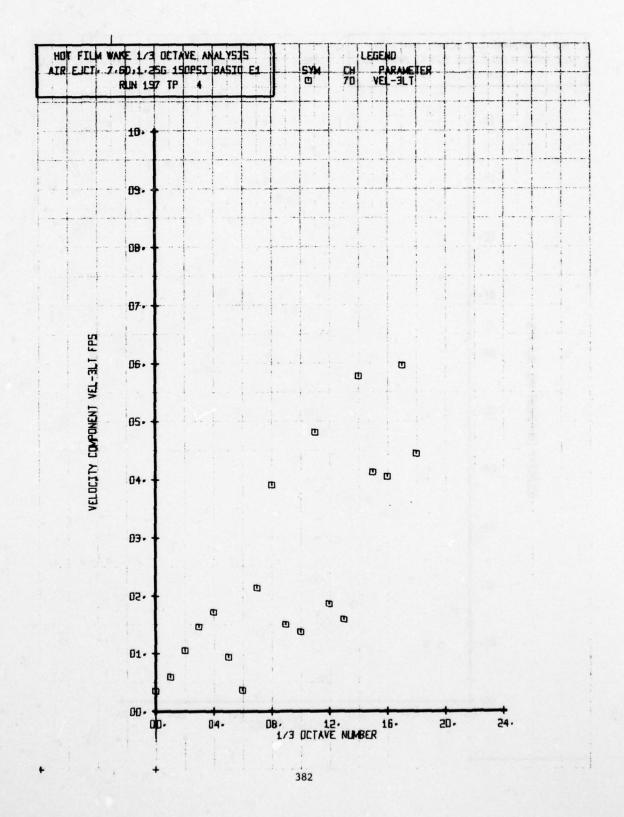


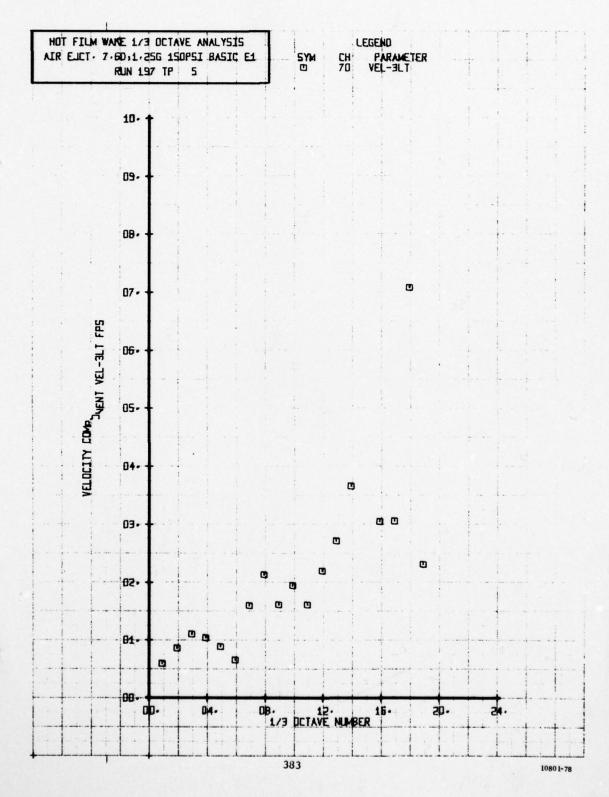






Ado





-7